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1996

Garnet Range Winter Trails Management Plan

and

Environmental Assessment

STATE DOCUMENTS COLLECTION

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Montana Department of Fish, Wildlife & Parks



MEMORANDUM **DATE:** February 20, 1996

TO: Lee Bastian, Region 2 Parks

FROM: Bob Walker Bob

SUBJECT: Garnet Snowmobile EA

Here it is : the approved EA for Garnet. Once Bridgett had time to look at it there was no problem getting the legal go-ahead. You can initiate the 30 day public input phase at your discretion!

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
GARNET RESOURCE AREA
3255 FORT MISSOULA ROAD
MISSOULA, MONTANA 59801-7293

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:

8340

JAN 26 1994

RECEIVED
JAN 28 1994
RECREATION & PARKS DIVISION

Bob Walker
State Trails Program Coordinator
Fish, Wildlife, and Parks-Parks Division
1420 East 6th Avenue
Helena, Montana 59620

Dear Mr. Walker:

Enclosed is a copy of the "Garnet Range Winter Trails Management Plan and Environmental Assessment" (Sept.25, 1986) which covers the original 55 mile trail system. Also enclosed is a copy of the environmental assessment for the "Garnet Winter Trails Expansion" (Oct. 6, 1993), which extends our trail system to 110 miles.

All trails included in the original trail system are subject to the restriction of our travel plan, and are described in the enclosed "Garnet Resource Area Travel Plan" map, which was published in 1986. Some routes in the expanded system are not shown on our current travel plan, but they will be described on our revised travel plan map scheduled for publishing in 1994.

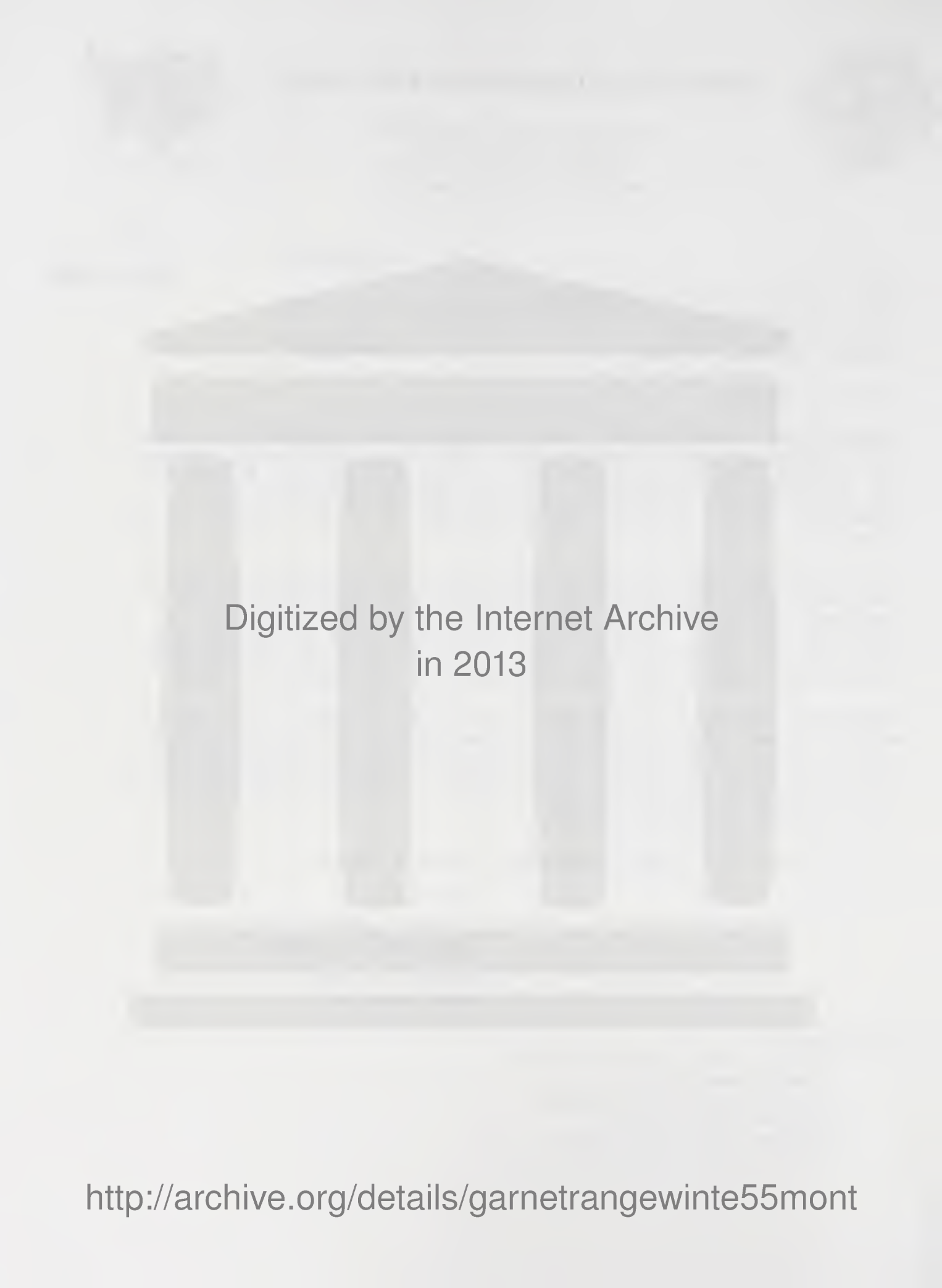
Regarding impacts to wilderness, no winter trails in the Garnet Resource Area enter designated wilderness or wilderness study areas. Trail routes C,M, and Q, however, follow the boundary of the Wales Creek wilderness study areas. Although snowmobiles are a grandfathered use in the WSA, little or no snowmobile use occurs within the WSA boundary.

If you need additional information, please contact us.

Sincerely,

Darrell C. Sall
Area Manager

Enclosures-4
1-Garnet Range Winter Trails Management Plan
2-Environmental Assessment
3-Travel Plan Map (2)
4-Garnet National Winter Recreation Trails Map (5)


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United States Department of the Interior

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AUG 04 1994
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DIVISION
AUG 03 1994

Bob Walker
State Trails Program Coordinator
Montana Dept. Fish, Wildlife & Parks
1420 East Sixth Ave.
Helena, Montana 59620

Dear Mr. Walker:

In response to your letter of June 29, 1994, regarding the Snowmobile Grant Environmental Review Criteria, we have reviewed the Garnet Range Winter Trail System as it relates to categorical exclusions and have determined that our trails system satisfies all criteria Numbers 2 through 7.

If you require documentation for each of the various criteria, please let us know.

Sincerely,

W. DeLon Potter
Acting Area Manager

APPENDIX A.2

SNOWMOBILE PROJECT AGREEMENT

THIS PROPOSAL requests an agreement be established between the Montana Department of Fish, Wildlife and Parks, an agency of the State of Montana, hereinafter called "Department," and (club name) Garnet Preservation Association hereinafter called "the Club." and Bureau of Land Management
WITNESSETH:

RECITALS

1. Montana statutes earmark a portion of gasoline taxes and snowmobile registration decal fees for snowmobile facility operation, maintenance and development for public use at no cost to the public.

2. Sufficient funds have accrued in the snowmobile earmarked revenue account to fund this proposal.

3. The Parks Division, Montana Department of Fish, Wildlife and Parks, is responsible for the administration of this program.

4. The Parks Division desires to seek means of funding snowmobile facilities maintenance projects, and to seek baseline information for snowmobile operations projects.

5. The Club is an entity in the immediate vicinity of the trails to be maintained and is desirous of seeing trails maintained for snowmobilers.

6. Both parties hereto desire to maintain trails for snowmobile use on land shown on a map submitted as a supplement to this application, designated Attachment "B", and

7. As demonstrated by the attached written statements, the landowner(s) of affected property(ies) has/have granted permission to the Club to carry out the proposal on affected property.

NOW, THEREFORE, in consideration of the promises, conditions, and terms hereinafter set forth, the Club proposes:

1. That Attachment "B" is an accurate depiction of the areas covered by this proposal.

2. That the Club will perform the following activities and duties:

   A. Utilize dollars granted for the purpose of maintaining snowmobile trails detailed in Attachment "B". This maintenance shall be conducted as conditions required during the agreement period.

B. Permit inspection of the project by the Department or its employees or agents at any and all reasonable times during the term of the agreement.

C. Indemnify and save harmless the State and the Department from all claims from injuries or damages arising or growing out of the operations performed under any resulting agreement.

D. Will not discriminate against any person on the basis of race, color, religion, creed, political ideas, sex, age, or marital status, physical or mental disability, or national origin in the use of any property or facility maintained pursuant to any resulting agreement.

E. Fully comply with all applicable federal, state and local laws, rules, regulations, etc. It shall be the Club's responsibility to familiarize itself with the relevant laws, rules, regulations, etc.

F. Require that in all subcontracts let in fulfilling any resulting agreement, preference must be given to the employment of bona fide Montana residents at the prevailing rate of wages applicable to the county or locality in which the work is being performed (section 18-2-401, et. seq., MCA).

G. Provide the Department with documentation of actual and necessary expenses incurred in trail maintenance in the form and upon the dates requested; all such documentation will be submitted by May 1 of the contract period. The Club agrees to allow and permit legislative or department auditors access to its records for the purpose of determining that this grant is administered in accordance with grant terms and conditions as set forth in any resulting agreement.

4. Agrees that any contract resulting from this proposal shall be with the Club, as an <u>independent contractor</u> and does not establish an employer-employee relationship between the Department and the Club or any person employed by the Club for any purpose. In this regard, the Club agrees:

A. To pay all required state, federal or local taxes, fees, including unemployment insurance and workers' compensation insurance or other assessments related to employment of any person or individual employed by the Club as necessary in fulfillment of this contract.

B. To abide by the <u>State Prevailing Wage Rate</u> - Section 18-2-406 MCA, which provides that contractors, sub-contractors and employees who are performing services under public works contracts as provided in Part 4, MCA shall post in a prominent and accessible site on the

project or work area, not later than the first day of work, a legible statement of all wages to be paid to the employees on such site or work area.

5. Agrees that the Department may unilaterally terminate any contract resulting from this proposal upon refusal by the Club to allow access to records necessary to carry out the legislative audit and analysis function set forth in Title V, Chapters 12 and 13, MCA.

6. Agrees that venue will be in Lewis and Clark County should any legal action arise from this proposal or any contract issued in whole or in part therefrom.

7. Agrees that it is understood that a failure to comply with any of the provisions listed above can result in a rejection of this proposal and/or the voiding of any resulting contract.

NOW, THEREFORE, in consideration of the promises, conditions, and terms hereinafter set forth, the parties agree as follows:

1. The period covered by this agreement will begin July 1, (current year) and will continue in effect until June 30, (following year).

2. This agreement may be revised as necessary, by mutual consent of all parties by issuance of a written amendment, signed and dated by all parties.

3. The rights and obligations of any part to this agreement may be terminated upon giving thirty (30) days notice by the party.

4. The agreement accepts the Snowmobile Project Proposal/Application and becomes part of the agreement.

BY: CLUB (Garnet Preservation Association)

Kent F Thoma — 4-29-94
President — Date

Secretary — 4-29-94
Secretary — Date

BY: DEPARTMENT OF FISH, WILDLIFE & PARKS

Richard Vogt — 5-24-94
Regional Supervisor — Date

BY: CO-MANAGER, BUREAU OF LAND MANAGEMENT, GARNET RESOURCE AREA

Darrell C Earl — 5-2-94
Area Manager — Date

rev. 3-91
snomo/proj.agt

COOPERATIVE AGREEMENT
BETWEEN
UNITED STATES DEPARTMENT OF INTERIOR
BUREAU OF LAND MANAGEMENT
AND
THE GREENOUGH CATTLE COMPANY
AND
UNIVERSITY OF MONTANA, LUBRECHT FOREST
Agreement Number:

This cooperative agreement is between the Bureau of Land Management (hereinafter referred to as the Bureau), an agency of the United States Department of Interior, acting through the State Director, Bureau of Land Management, or his designee, and Greenough Cattle Company (hereinafter referred to as the Company, and University of Montana, Lubrecht Forest (hereinafter referred to as the Forest). This agreement is effective between the Company, the Forest, and the Bureau with regard to their lands in or near Stinkwater Creek and the Garnet Range Road in the Garnet Range.

WITNESSETH:

WHEREAS, it is a purpose of the Bureau to provide recreational opportunities within Bureau administrative units as provided in the Act of October 21, 1976 (43 USC 1701, et seq.); and

WHEREAS, programs which enhance the appreciation of our nations public land resources and thereby encourage utilization of the recreational opportunities provided on Bureau administrative units and adjacent lands; and

WHEREAS, the parties hereto agree that it will be of benefit to the parties hereto and to the public to provide for adequate and responsible recreational management of public use in lands set forth in Exhibit A attached; and

WHEREAS, the Company, the Forest, and the Bureau are the owners of a certain tract or tracts of land within the area described in Exhibit A, and by this reference incorporated herein, and desire responsible management of the public use of their property; and

WHEREAS, the Bureau is the designated manager for recreation and public use for Garnet Winter Recreation Trails as described in Exhibit A, and desires the management of public use on the above described property.

NOW THEREFORE, pursuant to authority contained in the Act of October 21, 1976 (43 USC 1701, et seq.) and other laws supplemental thereto and amendatory thereof, and in consideration of the mutual benefits which will accrue to the Bureau, the Company, and the Forest, the parties agree as follows:

1. The Company and the Forest hereby permits the Bureau at no charge for the period specified in item five to manage public use for recreational purposes on that portion of their property located along the Garnet Winter Recreation Trails. The parties hereto acknowledge that the term "recreational purposes" is intended to mean motorized and nonmotorized trail use on established and identified routes (see Exhibit A) when and where specifically allowed, together with those activities normally associated therewith.

2. The Company and the Forest reserves exclusive possession and control of the lands and/or timber on the tract or tracts described herein, subject only to the rights and authority herein specifically permitted to the Bureau. Nothing contained within this agreement shall be construed to limit the right of the Company of the Forest to transfer, dispose of, or otherwise deal with land, and specifically nothing contained herein shall preclude the Company or the Forest from selling, exchanging, harvesting timber, mining, or other activities on their property. The Bureau's management of the recreational trails shall not unreasonably interfere with the Company's or the Forest's use of their lands. Both parities to this agreement further reserve the right to remove, or cause to be removed, any person or persons that are found in violation with the terms of this agreement on said lands.

3. The Company and the Forest reserves at all times a superior and dominant right for the purpose of ingress, egress, and management of their lands.

4. The Bureau agrees that it shall manage and maintain the trails in accordance with Exhibit B.

5. Except as provided for in item ten, this agreement will remain in effect from December 1, 1993 through April 30, 1994 and ~~shall~~ may be extended to future years with agreement of all signature parties. This agreement may be amended, modified, or terminated at any time upon agreement of said parties.

6. The Bureau shall maintain the premises in a neat and orderly condition, properly disposing of all refuse and take all reasonable precautions against fire, as required by the Company, the Forest, and state law.

7. The Bureau shall not place any improvements except trail safety signs as noted in Exhibit C, and trail maintenance and approved parking facilities (see TH on Exhibit A), on land subject to this agreement without first obtaining written permission from the Company of the Forest.

8. The Bureau shall maintain all improvements placed on the property pursuant to paragraph seven above, in a neat and orderly condition.

9. On termination hereof, the Bureau shall remove within 120 days all improvements placed upon said land and leave the premises in a neat and orderly condition.

10. If the Bureau ceases to manage and maintain said lands as provided herein, or fails, refuses, or neglects to perform or observe any term, covenant, provision, or condition as provided herein, or uses said lands in a manner inconsistent with the provisions hereof, the Company and the Forest shall have the option to notify the Bureau by written notice delivered in person or by postage paid, certified mail, addressed to Bureau of Land Management, 3255 Fort Missoula Road, Missoula, MT 59801, effective when received, of said violation; and if the Bureau fails to take appropriate action to remedy said violation to the satisfaction of the Company and the Forest within 30 days from receipt of the Company's or the Forest's notice, then this agreement as it affects the Company or the Forest shall be cancelled immediately upon written notice of termination. Notice of the termination shall be in writing delivered in person or by mail.

IN TESTIMONY WHEREOF, the parties hereto have executed this agreement the day and year first above written.

GREENOUGH CATTLE COMPANY

By: _____

Title: Owner Date: July 23, 1993

UNIVERSITY OF MONTANA,
LUBRECHT FOREST

By: _____

Title: Director, Field Stations Date: July 28, 1993

BUREAU OF LAND MANAGEMENT

By: _____

Title: AREA MANAGER Date: JULY 29, 1993

EXHIBIT B

It shall be unlawful for any person while recreating on the Garnet Winter Recreation Trails to:

1. Drive motorized vehicles off authorized roads or trails or park vehicles except in areas provided.

2. Park any vehicle, trailer, camper, or other vehicle except in designated parking areas.

3. Destroy, deface, injure, remove, or otherwise damage any natural or improved property (including, but not limited to machinery, buildings, equipment, fences, gates, signs) or willfully or negligently cut, destroy, or mutilate any tree, including dead trees, shrubs, plants, or other geological, historical, or archaeological features.

4. Enter upon any portion of the area that is posed as restricted to public passage. Entry upon any property not subject to public access as herein provided shall be deemed a trespass without the necessity of providing any further written or verbal notice.

5. Disturb, harass, or otherwise interfere with wildlife or livestock.

6. Post commercial, political, or other unauthorized signs.

7. Use the lands for any commercial purpose.

8. Engage in disorderly conduct such as drunkenness, use of vile or profane language, fighting, indecent exposure, operation of a motor vehicle in a manner as to create a nuisance, annoyance or danger to others. Loud or noisy behavior is prohibited. In addition to any other penalty provided, the participant may be expelled from the area.

9. Dump trash, garbage, or litter.

EXHIBIT C

1. Standard snowmobile trail signs including directional signs, trail blazers, and information signs.

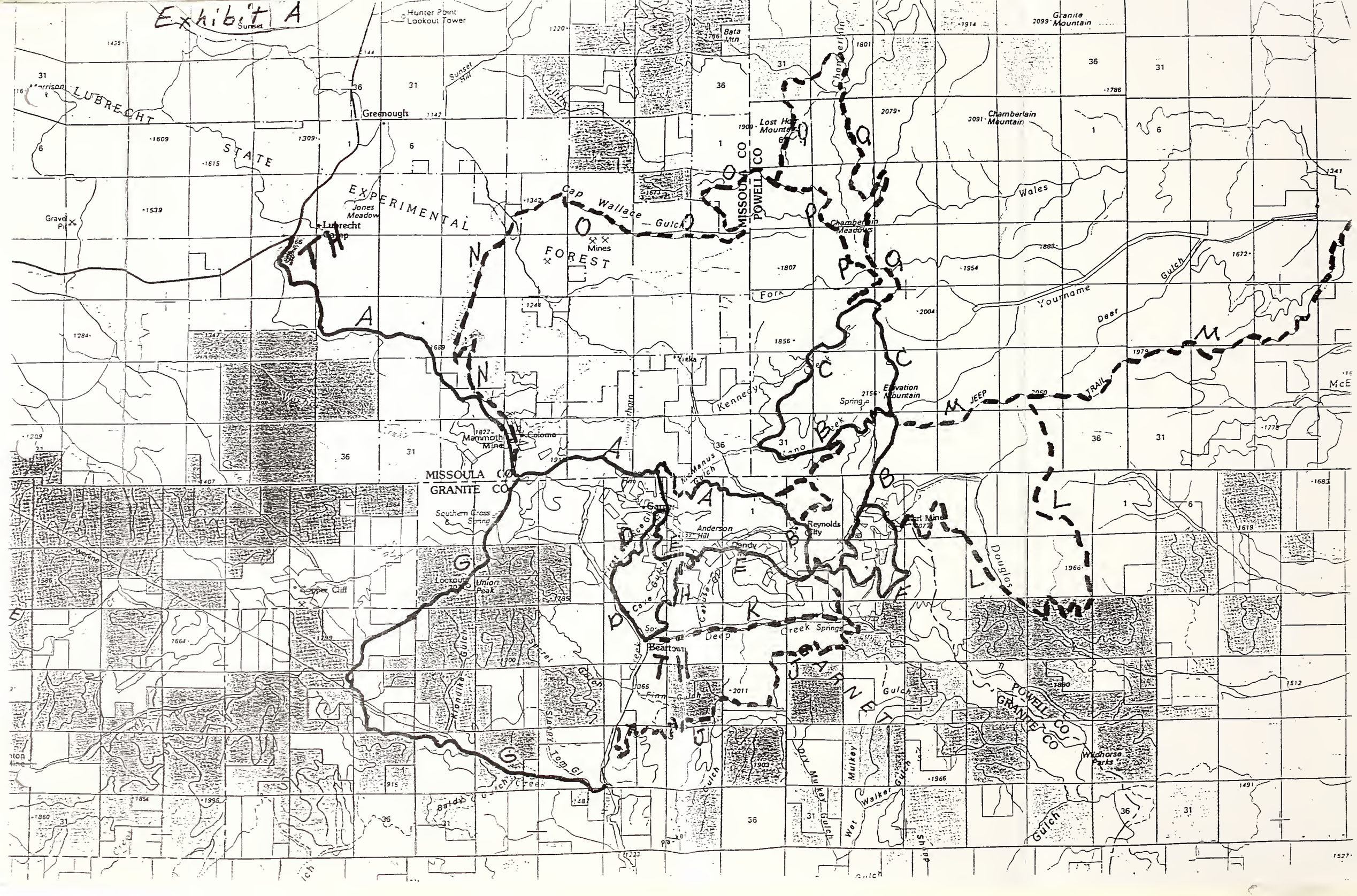
2. Standard Montana Department of Fish, Wildlife, and Parks safety signs,

3. Signs with the following text:

Entering Private Property
Stay on Signed Trails

4. All signs shall be attached to sign posts to living trees with aluminum nails.

Exhibit A


Hunter Point Lookout Tower
Sunset
Bata Mtn
Granite Mountain
LUBRECHT STATE EXPERIMENTAL FOREST
Greenough
Sunset Hill
Lost Horse Mountain
Chamberlain Mountain
Jones Meadow
Lubrecht Camp
Cap Wallace Gulch
Mines
MISSOULA CO
POWELL CO
Chamberlain Meadows
Wales
Yourname Deer Gulch
Fork
Kennedy
Elevation Mountain
Spring
JEEP TRAIL
Mammoth Mine
Coloma
Yreka
MISSOULA CO
GRANITE CO
Southern Cross Spring
McManus Gulch
Anderson Hill
Reynolds City
Earl Mine
Sandy
Deep Creek Springs
Beartown
Douglas Gulch
Lookout
Union Peak
Copper Cliff
Mulkey Gulch
Walker Gulch
POWELL CO
GRANITE CO
Wildhorse Park

Garnet Winter Recreation Trails

SNOWMOBILE GROOMING PROGRAM

Regional Wildlife Clearance

☐ Trail expansion (attach map highlighting expansion)

☐ New trail system (attach map highlighting trail system)

Snowmobile Club

Are there any wildlife concerns? YES ☒ NO ☐

If yes:

Species Elk, moose, mule deer

1. Winter range ~~Elk~~ All 3 species (list)

2. Travel corridor _____ (area)

3. Other _____

Suggested alternate route _____

Other mitigation measures (such as signing; trail restrictions, etc.)

Although wintering wildlife are present, the routes depicted provide the best balance between recreation opportunities and wildlife needs. No mitigation necessary.

☒ Approved with above-mentioned mitigation measures

☐ Not approved as submitted

Michael A. Thompson 11/3/95
Regional Wildlife Biologist Date

Lee Bastian 11/5/95
Regional Parks Manager Date

U.S. Department of the Interior
Bureau of Land Management

ENVIRONMENTAL ASSESSMENT COVER SHEET

Office & Area BDO-GARNET RESOURCE AREA Registry # _____

Action Garnet Winter Trails Expansion Activity 4333
(Project Name, Case Type, etc.)

Location West Garnet Range Lease No. / Serial No. MT 074-02-04

Required by 43 CFR 23 Yes ☐ No ☒ EA Level LOW Type _____

ORIGINATOR	TITLE	ASSIGNMENT	~~COMPLETION~~ Final Review DATE & INITIALS
Hollenbaugh	Recreation Planner		N.C.H. N.C.H. 9-24-92
Potter	Supv. Land Use Spec.		
Tholen	Supv. Forester		10/14/92 RT
McCleerey	Wildlife Biologist		10/9/92
Newman	Range Conservationist		10/15/92
Ciliberti	Soil Scientist		10/29/92
Brown	Realty Spec. (Access)		10/21/92

REVIEWERS:

Mason	Geologist		10/21/92
McCullough	Realty Spec.		10/22/92

Environmental Coordinator _____ (Signature) 10-6-92 (Date)

Acting Area Manager _____ (Signature) 10-6-92 (Date)

~~District Manager~~ _____ (Signature) ~~(Date)~~

MT-1790-1 (January 1978)

OPTIONAL EA, FONSI and DR FORM

ENVIRONMENTAL ASSESSMENT EA Number: Mt 074-02-04

BLM Office: Garnet Resource Area Lease/Serial/Case File No: NA

Proposed Action Title/Type: Garnet Winter Trails Expansion.

Location of Proposed Action: West Garnet Range.

Applicant (if any): None.

Conformance With Applicable Land Use Plan: This proposed action is subject to the following land use plan:

Name of Plan: Garnet Resource Management Plan/EIS.

Date Approved: January 10, 1986.

This proposed action is in conformance with the land use plan terms and conditions as required by 43 CFR 1610.5. It is fully in accord with the above named plan.

Need for Proposed Action: There is a need to provide and sign additional winter trails in the West Garnet Range to reduce conflicts between motorized and nonmotorized trail users. To reduce hazards to snowmobilers, the existing Trail B which is currently being used by wheeled vehicles, needs to be rerouted away from the county road. Additional trailheads are needed in Cap Wallace Creek, Main Chamberlain Creek and McElwain Creek to provide additional access to the winter trail system and to reduce conflicts and congestion at the trailheads. Currently, snowmobilers travel further so that more trails are needed to provide a full day ride. Therefore, many users are getting into areas that are not signed or managed for snowmobile use. Most of the routes proposed for additional trails are currently being used by snowmobilers. More trails would provide greater opportunity for recreation use and greater flexibility in the management of the trail system.

Description of Proposed Action: The proposed action is to designate and sign 50 miles of new winter trails in the West Garnet Range (See figure 1). The proposed trails would follow existing roads in Upper Mulkey Gulch, Deep Creek, Douglas Creek, Snowcap Trail, McElwain Fire Road, Main Chamberlain Creek, Cap Wallace Creek, and Stinkwater Creek. In Elk Creek, the signed trail would be rerouted from the county road to Charlie Ellis Gulch and to logging roads between Reynolds City and Keno Creek. Short connector routes would be constructed in Upper Chamberlain Creek and Douglas Creek. Three new trailheads would be established at Cap Wallace Creek, Main Chamberlain Creek, and the junction of the McElwain Creek Road and the Wales Creek county road. A new winter trail brochure with the proposed changes would be printed.

Environmental Impacts and Mitigation Measures:

Critical Element	Affected Yes	Affected No	Critical Element	Affected Yes	Affected No
Air Quality	___	X	T & E Species	___	X
ACECs	___	X	Wastes, Hazardous/Solid	___	X
Cultural Resources	___	X	Water Quality	___	X
Farmlands, Prime/Unique	___	X	Wetlands/Riparian Zones	___	X
Floodplains	___	X	Wild & Scenic Rivers	___	X
Nat. Amer. Rel. Concerns	___	X	Wilderness	___	X

The proposed trails are located almost entirely on existing roads that are impassable to wheeled vehicles during the winter months. Some cutting would be required on relocation and/or connector routes (Trails B, L, P and Q). Side trimming, cutting under brush and the removal of occasional hazard trees would be required.

The access routes between the new trailheads in Cap Wallace Creek, Main Chamberlain Creek and McElwain Creek would pass through wildlife winter range, thereby causing some impacts on wintering deer and elk. Signing these routes to require snowmobilers to stay on signed trails would limit impacts to a narrow corridor adjacent to the trails. Damage could also occur to young trees if snowmobilers leave designated routes through plantations. Requiring motorized traffic to stay on signed trails through new plantations and through winter ranges would reduce damage to young trees and would reduce impacts to wintering wildlife.

Because of intermingled public and private lands, current use has resulted in some trespass on private property in those areas where snowmobilers leave designated trails. The proposed trail expassion should attract users into areas of solid/continuous public ownership. Dispersal of use on to the new trails should reduce traffic on existing trails thereby reducing trespass on private lands. Additional signing on private property should also help to alleviate this problem.

All trails through wildlife winter ranges, young plantations and private property would be signed as follows:

"WILDLIFE WINTER RANGE - PLEASE STAY ON SIGNED TRAILS"
or
"PLANTATION - PLEASE STAY ON SIGNED TRAIL"
or
"PRIVATE PROPERTY - PLEASE STAY ON SIGNED TRAIL"

Uncontrolled snowmobile use currently exists in the areas proposed for new trails and has for several years. Developing and signing the new trails should reduce existing conflicts with wildlife and still allow snowmobiles access to the high country which has better snow conditions most of the season. Current winter use, estimated at 15 vehicles per day, is estimated/projected to increase about 5% if this proposal is implemented.

Overall, the proposed plan would reduce user conflicts and conflicts with other resource uses, i.e. mining and timber harvesting, by dispersing trail users into more remote and lightly used areas. A case in point is the rerouting of traffic on Elk Creek up Charlie Ellis Gulch and closing the portions of the Elk Creek Trail to eliminate conflicts with mining and wheeled vehicles on the county road. The new trails would allow more flexibility to close certain trails when future conflicts

with mining and timber harvesting arise. Existing use on the proposed routes would be managed on signed trails and the impacts to wintering wildlife and young plantations would be minimized by signing and enforcement.

The amount of patrol and monitoring by the Garnet Resource Area staff and the Butte District Ranger will need to be increased to ensure compliance with "STAY ON THE TRAIL" signs through plantations, wildlife winter range and private property.

No residual impacts would occur.

Persons/Agencies Consulted: A March 25 open house, at the BLM office in Missoula, was attended by nine people, all of which were in favor of the proposal. A proposal posted at Garnet Ghost Town fielded 36 responses all of which are in favor of the proposal. A total of 32 proposals were mailed out. Those who received proposals included, county commissioners in Granite, Powell and Missoula Counties, Champion International and Plum Creek Timber companies, Missoula Chamber of Commerce, Montana Department of Fish, Wildlife, and Parks, Valley, Garnet and Pegasus mining companies and small businesses. Resource Area staff also met with the officers and club members of the Missoula Snowgoers, the Seeley Lake Driftriders and the Ponderosa Snow Warriors of Lincoln.

Summary of Public Comments: An open house was held at the BLM office at Fort Missoula on March 25, 1992 in order to incorporate public opinion regarding the expansion of 50 miles of snowmobile and ski trails to the already existing 55 mile trail system in the west Garnet Range north of Drummond.

Overall, most of the response to the plan was positive. Snowmobile users including the Deer Lodge Snowmobile Club, Seeley Lake Driftriders, the Missoula Snowgoers and the Ponderosa Snow Warriors of Lincoln were in unanimous support of the program, with some members willing to help work on trail construction and maintenance. Support of the trail expansion was also expressed by numerous trail users while visiting Garnet Ghost Town.

Fish, Wildlife and Parks was in favor of the program, however, voiced concern over the effects increased usage would have on wintering big game. They would not like to see the designation of a trail in lower Chamberlain Creek and trailheads in the Chamberlain Creek and Cap Wallace Creek areas.

The main concern of those opposed to the winter trails expansion was that of an increase in trespass on private lands. The Pegasus Gold Corp. would like to see better mapping of the site, showing potential mine hazards, private lands, and the removal from the map of all roads not on the trail system. The Garnet Mining Corp. would like to see more reference to the impacts on mining, mineral districts, and mineral exploration in the EA. Responses from organizations and individuals are located in the Garnet Winter Trails Expansion project file.

Preparer(s): William C. Hollenbaugh

Date: September 25, 1992

FINDING OF NO SIGNIFICANT IMPACT/DECISION RECORD

I have reviewed this environmental assessment including the explanation and resolution of any potentially significant environmental impacts. I have determined that the proposed action with the mitigation measures described below will not have any significant impacts on the human environment and that an EIS is not required. I have determined that the proposed project is in conformance with the approved land use plan. It is my decision to implement the project with the mitigation measures identified below.

Mitigation Measures/Remarks:

1. Print and distribute a new brochure showing the expanded trail system, mine hazards, drift hazard areas and conflict areas. Do not show roads and trails through private lands which are not part of the designated trail system. Include information about trespass laws on brochures and show private land status on maps. Work closely with adjacent landowners and mitigate trespass problems with special signing, gates etc. as necessary.

2. Signing big game winter ranges, young plantations and private lands to stay on the signed trails.

3. Insure adequate monitoring and patrol of high use and conflict areas.

4. Do not designate a trail in lower Main Chamberlain Creek and do not show trailhead facilities at Cap Wallace Creek and Chamberlain Creek on the new map and brochure. This will improve management of existing use by restricting use to trails through winter range and will not increase use at these sites because the map and brochure will not show these facilities.

5. Drop the portion of the proposed route located in Bear Gulch from the mouth of Tenmile Creek to one mile north due to lack of legal access across private property.

6. Small parking lots (2 or 3 spaces) will be provided on BLM lands where routes G and J intersect with the Bear Gulch Road.

7. Expansion of the trail system will allow more opportunities for the closure of portions of the trail system to over-snow use and allow use by wheeled vehicles associated with mining and forestry actions.

Authorized Official: /s/ Lon Patton Date: 10-6-92

OPTIONAL EA, FONSI and DR FORM

Acting Area Manager

DESCRIPTION OF PROPOSED TRAILS

J Upper Mulkey Gulch - This 9.3 mile trail begins at the Bear Gulch and goes up the Upper Mulkey Gulch road where it follows logging roads to Gambler Creek and Deep Creek. After crossing Deep Creek, the trail intersects with the trail B at the Elk Creek Summit. Trail K in Deep Creek also connects with routes D and H at Beartown in Bear Gulch. Along this route are several scenic vistas.

K Deep Creek Trail - Starting at the parking lot in Bear Town, this 3.4 mile trail follows an unplowed county road along Deep Creek. It provides quick access to Trail J and Trail B. The trail passes through a deep scenic canyon that was placer mined in the late 1800's. Stay on the trail to avoid mining hazards.

L Douglas Creek/Snowcap Trail - Starting at the Top O'Deep, this 11.8 mile trail follows logging roads to the bottom of Douglas Creek. From there the trail follows a switch-back road to the top of the ridge and then north on the Snowcap Trail to the McElwain Fire Road. This trail traverses rugged terrain and has some spectacular vistas. This trail is for experienced snowmobiler riders only.

M McElwain Fire Road - This trail begins at the Wales Creek county road and follows the McElwain Creek Road and the McElwain Fire Road. After crossing numerous open slopes, it follows the divide between Murray Creek and Yourname Creek to Trail B on Pearl Ridge. This 10.7 mile trail traverses deep powder, which makes travel difficult during early winter months. All trail users must stay on the marked trail where it crosses big-game winter range.

N Stinkwater Trail - This 5.3 mile trail starts near the Cap Wallace parking lot on Elk Creek and ends at the Garnet Range Road near Coloma. Trail users must stay on the designated trail route because it crosses private property and big-game winter range.

O Cap Wallace Trail - Starting from the parking lot on Elk Creek, the trail follows logging roads to the junction with trails P and Q near the county line between Missoula County and Powell County. This 6.8 mile trail passes through wildlife winter range, so it is imperative that all trail users stay on the marked trail. The trail provides easy access to more remote trail loops without traveling on routes with heavier traffic.

P Chamberlain Meadows Trail - This 2.8 mile route connects Trails O and Q to loop C on the Kennedy Creek Road. The trail winds through Chamberlain Meadows and a 30 year old plantation. Beware of moose on this trail which pose a hazard to trail users.

Q Lost Horse/Elk Creek Trail - From the top of the Cap Wallace Trail, trail Q follows a logging road north past Lost Horse Mountain to a crossing of Main Chamberlain Creek. Turning south, this 9.1 mile trail climbs to the ridge road which follows ridge line through the Elk Creek Burn to its junction with loop C on the Kennedy Creek Road. Moose could be a hazard on this trail also.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MAMAGEMENT

Garnet Range Winter Trails Management Plan and Environmental Assessment MT 074-05-12

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Butte District
Garnet Resource Area
Missoula, Montana

September 1986

Decision Record/Rationale for
Environment Assessment MT074-05-12

The proposed action is to implement the Garnet Range Winter Trails Management Plan. Components of this plan include; the Garnet National Winter Recreation Trail, secondary trails, Garnet ski trails and Lubrecht ski trails.

The net effects of implementing this activity plan would be beneficial. Winter trails would be managed to minimize impacts on other resource values while reducing conflicts between motorized and non-motorized trail users and minimizing hazards to the public.

No irreversible or irretrievable commitment of resources will result, therefore, no Enviromental Impact Statement is required for this action.

Darrell Sall

Darrell Sall

9-25-86

Date

SUMMARY

The Garnet Range Road and various tributary roads have been used as winter recreation trails by snowmobilers since the early 1970s. Through the years, the routes have been defined and refined by patterns of use. In 1977, the Garnet Range Snowbile Trails Management Plan was written to address the existing management situations and to plan for future needs. In late 1970 and early 1980, the use of the trails by nordic skiers gained popularity as snowmobile use declined. This changing use pattern along with the 1984 administrative designation of 30.3 miles of trail as a national recreation trail and the concurrent writing of the Garnet Resource Management Plan (Garnet RMP) necessitated the formulation of an updated management plan.

The Garnet Range Winter Trails Management Plan calls for limited site development to accommodate dispersed use. The area will be managed to provide (semiprimitive) motorized and nonmotorized recreation opportunities for winter users in keeping with the decision presented in the Garnet RMP.

The current network of winter trails will be retained and cross-country ski trails will be managed in the vicinity of Garnet Ghost Town and on Lubrecht Forest. Site specific actions, both current and proposed, will follow the limited development concept, using nationally accepted standards for design and manitenance. Easements or written agreements will be sought where necessary for proposed development. User conflicts will be addressed through the use of spatial zoning. Minimization of resource conflicts will be actively pursued using guidelines established in the Garnet RMP. Existing facilities, accommodations, and services will continue to be provided in the present low key fashion.

A cooperative agreement now in effect between the Bureau of Land Management (BLM) and the Montana Department of Fish, Wildlife, and Parks (MDFW&P) for providing snowplowing and trail maintenance will continue. Also, the cooperative management of Garnet Ghost Town will continue under an agreement with the Garnet Preservation Association (GPA). An additional cooperative agreement has been negotiated with the University of Montana, School of Forestry to cooperatively manage the winter trails at Lubrecht Forest. These agreements would continue as long as they prove beneficial to all parties involved.

Attempts will be made to anticipate future demands, and public safety will be considered in all actions. Education and information efforts will continue to encourage safe and informed use of the area. All actions will be taken within the framework of the BLM management guidelines, the Garnet RMP, and budgetary constraints.

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I. ENVIRONMENTAL ASSESSMENT

A. INTRODUCTION

1.0 Genesis of Plan

The following events have led to the writing of this plan:

The Garnet Range Road has been used extensively by snowmobiles between January 1 and April 30 since the early 1970s.

In 1972 the MFP designated roads that would be closed to all motorized use except snowmobiles during winter months.

The Garnet Range Snowmobile Trails Management Plan was completed in August 1977.

Snowmobile trails on the Garnet Range were operated under a cooperative agreement signed in August 1980, between the Bureau of Land Management and the Montana Department of Fish, Wildlife, and Parks.

During the winter of 1980-81, there was inadequate snowfall to physically close the Garnet Range Road. Therefore, limited wheeled traffic continued to use the Range Road through most of the winter months. Steel gates were installed in 1981 to allow closing the road.

A notice of "Interim Off-Road Vehicle Designation Decision" was published in the Federal Register on August 26, 1981 (vol. 48,No. 165, Pg.43088). This designation limits vehicular travel on the Garnet Range Road from the Greenough Post Office to the junction with the Elk Creek Road to nonwheeled vehicles with over snow capacity for the period January 1 through March 31 each winter.

In 1982 Garnet caretaker,Doug Habermann, completed a report entitled "Cross-country Ski Opportunities on the Garnet Mountains".

In 1984 a portion of the Garnet Range Winter Trails system was designated as a National Recreation Trail under the National Trails System Act of 1968 (16 U.S.C.1241 et. seq.) The National Recreation Trail consisted of 30 miles of snowmobile and cross-country ski trails.

In summer of 1984 the Garnet Winter Trails Management Plan was initiated by University of Montana recreation management student Michelle Stolpa, in partial fulfillment of degree requirements.

In 1985 the Garnet RMP for the Garnet Resource Area was finalized. The final decision retained the current network of snowmobile trails and the national recreation trail. Cross-country ski trails were to be laid out in the vicinity of Garnet Ghost Town.

1.1 Goals and Objectives

The goals of this plan are to provide quality winter recreation opportunities, to reduce conflicts between recreation user groups, to minimize conflicts with other resource users, to take advantage of facilitities and services provided by the private sector, state and local governments, and to keep formal trail development to a minimum while maintaining an adequate safety margin.

Management Objectives:

To provide winter recreation opportunities: Quality winter recreation experiences are fostered through dissemination of information, provision of access, and maintenance of facilities necessary to encourage (safe) use.

To minimize conflicts with others: Recognizing that the presence of some activities detracts from the experience of other users, the maximization of benefits is accomplished by reducing conflicts between groups at trailheads and on the trails when possible.

To take advantage of facilities and services by using cooperative and working agreements with private groups and governmental agencies. This should optimize use, reduce costs, man hours, and encourage a wide spectrum of opportunities.

To keep formal trail development to a minimum: In keeping with the Recreation Opportunity Spectrum classification of semiprimitive motorized and nonmotorized uses, trail development will focus on the designation and signing of existing roads and trails with emphasis on dispersed use.

1.2 Purpose and Scope

The purpose of this document is to update the 1977 Snowmobile Trail Mangement Plan and to implement decisions contained in the Garnet RMP. Four units of the winter trail system will be discussed individually in terms of their unique characteristics, opportunities and managemnent problems These units include: Garnet National Winter Recreation Trail, secondary trails, Garnet ski trails and Lubrecht ski trails. In addition, other management issues and concerns are discussed in relation to the entire trail system.

1.3 Issues and Concerns

Major issues and concerns are addressed individually in later sections of the plan. Their identification here is not in order of relative significance.

Recreation user conflicts.
User safety.
Other resource conflicts.
Sanitation and litter disposal.
Risk/Hazard management.
Visitor services and accommodations.
Carrying capacity.
Trailhead locations and road access.
Signing and marking.
Emergency services and communications.
Trail design standards.
Maintenance
Staffing
Land ownership/easements.
Cooperative management agreements.
Public information and education.

B. PROPOSED ACTION AND ALTERNATIVES

The proposed action is to implement a portion of the Garnet RMP. A decision in that document states: "Maintain the existing network of snowmobile trails in the Garnet Range, including the Garnet National Winter Recreation Trail as described in the Garnet Winter Recreation Trails Brochure and the Garnet Range Winter Trails Management Plan."

All alternatives in the draft Garnet RMP/EIS including alternative A (No action) and Alternative E (Preferred) recommend the continuance of the Garnet winter trails program. Because these winter trails have been used and managed successfully with public support since the early 1970s, an alternative to abandon the system was not viable.

C. AFFECTED ENVIRONMENT

1.0 Location and Setting

The Garnet winter trail system is located in the Garnet Range in close proximity to several of Montana's larger towns (Missoula, 30 miles; Great Falls, 125 miles; Helena, 70 miles; and Butte, 70 miles). Access to the trail system is generally good from the north via State Highway 200 and the Garnet Range Road. and from the south via Interstate Highway 90 and Bear Creek Road. Lubrecht trails can be accessed at the camp headquarters located near the start of the Garnet Range Road.

The Garnet Range lies between the Blackfoot and Clark Fork rivers in western Montana. It varies in elevation from around 3,500 feet to 7,000 feet and is characterized by a mosaic of forest types interspersed with natural and man made openings, moderate slopes, outstanding scenic vistas and a network of roads that invite winter use. A major attraction along the trail is the ghost town of Garnet, a historic "boom and bust" gold mining town dating from the late 1800s.

Facilities in Garnet include a warming shelter, visitor information, emergency communications, and assistance for day visitors. Rental cabins are available through the Garnet Preservation Association with advanced regisrtation.

The entire Garnet region presents outstanding opportunities for winter recreation users of varying abilities, from families with small children to the most avid and experienced outdoor persons.

1.1 Description

The system of winter trails addressed in this management plan consists of four units including: The Garnet Winter National Recreation Trail, secondary trails, Garnet ski trails and Lubrecht Forest ski trails (See maps inside back cover).

The national trail contains 30.3 miles which follow the Garnet Range Road, Keno Creek Road, Kennedy Creek Road, and Pearl Ridge/Elevation Mountain Road. Secondary trails follow the Summit Cabin Road, Union Peak Road, Ten Mile Creek Road, Cave Gulch Road and Bear Gulch/China Grade road. All segments of the national trail and secondary trails are open to both motorized and nonmotorized winter trail use.

Trails managed exclusively for cross-country skiing are available in the vicinity of Garnet Ghost Town and on nearby University of Montana's Lubrecht Forest. The Lubrecht forest trails are about 20 miles long while the Garnet trails are 6 miles in length with opportunities for expansion.

1.2 Multiple Resource Values and Conflicts

1.21 Physical Resources

Current Situation: Adverse effects of snowmobiling and skiing on vegetation, soils, and watershed appear to be minimal to nonexistant. No evidence of watershed damage has been noted along any of the trails, nor has there been signs of road damage, erosion, or compaction from winter sports activities. No significant evidence of damage to vegetation has been noted either.

Overnight use is limited and the small amount of firewood cutting that does occur is generally confined to dead standing or downed timber.

Management Direction: Effects of winter recreation will continue to be monitored on an informal basis. If necessary new trails will be designed and maintained to minimize resource conflicts. Guidelines established in the RMP will be followed. Problems will be dealt with timely to avoid cumulative impacts.

1.22 Mining

Current Situation: Some mining activity has occurred year round in Union Creek and in Washoe Creek which can result in conflicts between snowmobiles and wheeled vehicles on the Garnet Range Road. Sudden oncoming traffic can be dangerous to snowmobilers and cross-country skiers, who may not be able to move out of the way in time to prevent an accident.

Management Direction: Management will continue to restrict wheeled vehicle traffic January 1 through April 30 of each year. Winter hauling is not expected to be a major problem and will be controlled with stipulations. An alternative route could be maintained for over-the-snow traffic from the Greenough area to Coloma via the old public road thereby reducing conflicts with ore trucks.

Through Mining plans and road use agreements the BLM has allowed ore hauling to continue with stipulations during the January 1 through April 30 closure period. The stipulations stated that an operator would plow parking lots at designated locations to provide a trailhead for winter recreation users. Also no wheeled traffic would be allowed on weekends or holidays when recreational traffic is the heaviest. A steel gate has been installed at the lower end of the Range Road to give BLM the capability of restricting access as necessary or advisable.

1.23 Timber Harvesting

Current Situation: Winter conflicts with timber harvesting have generally been confined to over-the-snow users meeting logging trucks on the Garnet Range Road in years of limited snowfall. Such conflicts could also occur on Keno Creek, Kennedy Creek, and Elk Creek roads where fall/winter logging is done to minimize long term impacts on other resources. In some cases plowing would improve winter trail access, particularly for cross-country skiers.

Management Direction: To avoid conflicts with logging trucks, hauling has been restricted to week days. Also portions of some winter trails can be rerouted. Stipulations similar to those controlling ore hauling would be applicable.

1.24 Wildlife

Current Situation: While elk, deer, and moose are abundant in the Garnets, conflicts between wintering big game and trail users have been avoided or minimized by trail design. To minimize wildlife disturbance on winter ranges, trails have been routed away from big game wintering areas such as Cap Wallace and Chamberlain Meadows. Also trails in wildlife winter ranges are designed to provide the shortest and quickest route through the area to minimize game disturbances. The terrain and snow depths usually limit the amount of winter off-road vehicle use at lower elevations where most game animals are concentrated.

Management Directions: Management will continue to emphasize routing trails to avoid big game wintering areas. If dogs pose a problem on the trails, affected sections could be posted to restrict that type of use.

Small game harassment by snowmobilers could be a potential problem. Rabbits, coyotes, and other animals are sometime far enough from cover to prevent their escape should a snowmobiler decide to chase them. So far, harassment of this type has not been evident. Machine operators are directed to refrain from chasing wildlife in the trails brochure.

Cross-country skiing normally does not present conflicts with wildlife. The ski trails are generally located in areas not preferred by wintering big game while ski routes in lower elevations usually follow the snowmobile trails mentioned above. Another consideration is that skiers are not able to move as fast as wildlife, particularly elk, except in the deepest snow. Most skiers, ethical considerations aside, do not have the energy to chase or harass wildlife. A potential problem could arise when skiers are accompanied by dogs which could be a threat to wildlife.

1.3 Recreational Use

1.31 Patterns of Use

Opportunities to enjoy winter trails in natural settings are exceptionally good in the Garnets. The wide variety of topography, trail alignment, play areas and varied snow conditions provide a challenge to seasoned snowmobilers and skiers alike. At the same time the groomed portions of the trail

VISITOR USE SUMMARY
Winter 85-86

	Garnet Direct Observation		Garnet Adjusted Values	Outlying Areas Estimated Use	Total Garnet Recreation Area
	no. of parties	no.of indiv.	no. of indiv.	no. of individuals	no. of individuals
non-motorized					
day use	116	394	431	14	445
overnight	70	265	265	14	279
motorized/snow snowmobiler					
day use	145	578	704	475	1179
overnight	32	87	87	0	87
s.total					
day use	261	972	1135	489	1624
overnight	102	352	352	14	366
total			1487	503	1990

*Monthly visitor statistics adjusted using the number of visitors observed plus the average visits per day for those days without coverage.

system provide interesting and leisurely trails for the less experienced user.

Garnet townsite is a primary destination for many winter recreationists in the Garnet Range. In the past two decades the trails in this area have been used primarily by snowmobilers; the peak usage being an estimated 6,000 snowmobile visitor days in 1971. Snowmobiling has decreased to about 1,200 visitor days per year (See Visitor Use for 1985-86, Table 1).

Most users during the period of record have been local snowmobilers, with an average group size of about five machines. Snowmobile clubs with as many as 30 or 40 machines in some groups also come to Garnet. The majority of snowmobilers are men aged 30 to 50, but ages range from 8 to 80.

The popularity of ski-touring, meanwhile has been growing steadily with day usage of trails being most popular. Day users range from family groups simply out to enjoy the out-of-doors to serious mountaineers skiing to the top of a mountain peak. Telemark skiing, using both downhill and nordic ski techniques to repeatedly descend a slope also has a large following in the Missoula area. Overnight or "backcountry" tourers generally travel in groups.They carry packs and travel longer distances to reach an intended destination. They are usually more experienced and better equipped than the day user. One popular type of extended use could involve setting up a base camp and taking day trips from there.

1.32 Recreation Demand - Present and Future

Nordic skiing is expected to keep growing in the future. Few statistics are available currently on skiing in the Garnets, but nationwide trends indicate that nordic skiing continues to increase with peak rates not yet in sight. According to the 1983 Montana Statewide Comprehensive Outdoor Recreation Plan, prepared by Montana Department of Fish, Wildlife, and Parks, 20 percent of the population over 18 years in the west central region of the state (consisting of Missoula, Ravalli, Granite, Deer Lodge, Powell, and Mineral counties) participate in cross-country skiing. For Missoula County alone, with a 1980 census of 76,016,this translates into 15,203 skiers or 91,218 user occasions. On a statewide basis this activity is expected to increase from 478,300 activity days in 1979 to 529,800 activity days by 1990. This translates into a 9.3 percent increase in cross-country skiing. These figures would lead one to believe that as the Garnet area became better marked and well known, usage should increase substantially.

The study also reports that 15 percent of the west central region's population engages in snowmobilinng. This translates into 13,600 users who engage in snowmobiling an average of five

days per user or about 68,000 user occassions. Statewide snowmobiling was estimate at 404,000 activity days in 1979. It is expected to expand to 447,600 activity days by 1990 for a projected increase of 9.2 percent.

D. ENVIRONMENTAL CONSEQUENCES

No significant adverse impacts were identified in the Garnet RMP/EIS that relate to the use and management of the Garnet winter trails system.

A number of beneficial impacts would accrue from the continuation of snowmobile/cross-country ski trails in the Garnet Range. First, winter use is directed away from big game winter ranges, thereby minimizing conflicts between public use and wintering wildlife. Secondly, winter trail use is channeled onto a marked trail system where hazards can be identified and controlled and the risk is to the users can be minimized. Also, conflicts between motorized and non-motorized users have been reduced by signing, restrictions and education (ie. winter trail brochure) in the controlled environment of the trail system.

E. CONSULTATION, COORDINATION AND PUBLIC INVOLVEMENT

Numerous contacts with agencies, groups and individuals were made as an integral part of the Garnet RMP/EIS development process. Decision emination from that plan benefited extensively from public meetings, as well as individual and group contacts. Documentation of that consultation is reported in the draft Garnet RMP/EIS (Dec. 1984). In addition, a draft of the Garnet Range Winter Trails Management Plan has been reviewed by various agencies, individuals and user groups.

II. THE MANAGEMENT PLAN

A. TRAIL COMPONENTS

1.0 Garnet National Winter Recreation Trail

The Garnet National Winter Recreation trail designated in 1984 under the National Trails System Act of 1968, consists of 30.3 miles of trails in the Garnet Range (See trails map inside back cover). The trail begins on the Garnet Range Road near its junction with Highway 200. The elevation varies from 4200 feet at the highway to 7,073 feet on Elevation Mountain.

The trail follows existing roads and is generally suitable for winter use from January 1 through April 30. During the summer these roads are open to wheeled vehicles.

The trail offers both easy and difficult terrain and snow conditions. Therefore both experienced and beginning skiers and snowmobilers can enjoy using the trail.

The trail offers panoramic veiws of the Blackfoot River and the Swan Valley, and the mountains of the Mission, Swan, Flint Creek, and Pintlar ranges as well as the Bob Marshal Wilderness. The Garnet Ghost Town is a central point of interest along the trail system.

Individual trail segments are as follows:

Trail A: Range Road Trail. From the parking lot at Highway 200 to the intersection at Elk Creek, the trail is approximately 13 miles long with an elevation gain of 2,000 feet. The lower portion of the road may be plowed in the winter to facilitate logging or mining. Parking is provided at the end of the plowed portion. An alternate trail is available for those wishing to begin near Highway 200 when the Range Road is plowed. The trail parallels the road and caution must be used when this trail crosses the range road. The three road crossings are well signed to alert snowmobiles of vehicular traffic. An emergency shelter is provided east of Sand Park. Garnet Ghost Town is a major attraction and a destination point for many snowmobiles and cross-country skiers on this trail segment.

Trail B: Keno Creek/Pearl Ridge Trail. This loop branches off the Garnet Range Road and is approximately 12 miles with a varied vegetation and topography. Hazards due to mine trenches are found near the trail in Sections 5 and 8. The trail passes through remote country with open ridges. High winds and severe drift areas are common. Scenic vistas exist along the upper portions of the trail.

Trail C: Kennedy Creek Trail. This seven mile loop trail branches off from the Keno Creek Trail. It passes through remote country and a half mile area of high winds and severe drifting. An emergency shelter is located just east of Elevation Mountain.

1.1 Secondary Trails

Approximately 25 miles of secondary trails, all on existing roads, have been identified for winter recreation use. These trails pass predominantly over BLM lands with intermingled private lands. Historically, winter use by the public has been allowed on affected sections with easements or agreements. The trails have been managed previously under the Garnet Range Snowmobile Trails Management Plan of 1977.

Management has emphasized limited development for dispersed recreation use. Development on secondary trails has been limited to signing, providing access and parking. The trails have been signed with standard snowmobile trail signs. Individual trail segments are described as follows:

Trail D: First Chance Gulch Trail. This three mile trail climbs 1,200 feet up the "China Grade ". There are sustained grades with some reaching 10 to 20 percent. Skiers may need to use "skins" or walk since the trail is often hard packed. This trail is steep with sharp turns making it difficult for beginning and intermediate skiers.

Trail E: Summit Cabin Trail. This four mile trail provides an alternate route for reaching the Keno Creek Trail from Garnet. It passes through heavy drift areas. The Summit Cabin structures have fallen down and do not provide emergency shelter.

Trail F: Top O'Deep Trail. This 3-1/2 mile trail is a side loop of the Keno Creek trail. It has sections of heavy drifting making the trail difficult to follow at times.

Trail G: Union Peak/Ten Mile Creek Trail. The trail has a total length of 10-1/2 miles. It is approximately two miles to the Union Peak Lookout. This route has heavy drift potential located just north of the lookout. The fire tower on Union Peak has scenic vistas and is available for overnight use on the first come-first served basis.

Trail H: Cave Gulch Trail. This trail provides an alternate access route into Garnet. It is approximately three miles with moderate grades. The trail intersects with the Summit Cabin Trail about two miles east of Garnet. Some drifting occurs on upper trail sections.

1.2 Garnet Ski Trails

The ski trails in and around Garnet are designed and maintained exclusively for cross-country skiers. The trails, totalling 6.0 miles offer a variety of terrain and skill levels that are especially attractive to cabin renters in Garnet. All trails follow old roads and are signed with the international difficulty rating system (See trail map inside back cover).

Since the trails cross private property with mine shafts and other hazards, warning signs to keep skiers on the trails will be needed. Also signing may be needed to control motorized traffic.

Individual trail descriptions are as follows:

Trail M: Overlook Trail. A trail with varied topography, open vistas, and wooded terrain. Total elevational difference is 200 feet with a steep 30 percent slope overlooking town. (1.0 mile; intermediate)

Trail N: Repeater Ridge. A trail though old-growth forests along a ridge top. To reach the lower legs of Repeater Ridge Trail, it is necessary to ski down through open parks on either side of the ridge. Slopes may reach or exceed 15 percent. Total elevational difference is 240 feet. (1.2 miles; intermediate)

Trail O: Spokane Loop Trail. A novice trail with open vistas and forest. a few grades no greater than 10 percent and elevational difference of 100 feet. (1.0 mile; beginning)

Trail P: Dublin Gulch Loop. A trail through varied terrain with gentle slopes. Total elevational difference of 200 feet with one short grade of 15 percent. (2.0 miles; intermediate)

1.3 Lubrecht Ski Trails

Close proximity of Lubrecht Forest to the Garnet Trail System provides unique opportunities to extend winter trail use through cooperative management. Since the national trail traverses about four miles of Lubrecht Forest, there is an interlocking of winter trail use that strongly suggests coordinated management.

The Lubrecht trails can accommodate a large number of beginning and intermediate skiers especiallly family groups. The BLM trail, on the other hand, tend to cater to more advanced skiers capable of traveling longer distances over rougher terrain. Also skiing use shifts to higher elevations, ie. Garnet, during the early part of the season and on light snow years. Thus, a combined system offers expanded, more diverse opportunities to the public with significantly reduced conflicts with other winter trail users.

Access to all trails is from the Lubrecht Forest cabin area parking lot. Trails are marked on the ground by diamond shaped blue trail blazers. Difficulty rating signs are posted at trailheads and at trail intersections. A portion of Trail D crosses privately owned land where skiers should stay on designated trails (See trail map inside back cover).

Individual trails are described as follows: Trail A: A generally flat trail wandering through wooded terrain with trail grades less that 2 percent. (1.0 mile: beginning)
Trail B: An extension of Trail A with similar terrain and slope. (1.1 miles;beginning)

Trail C: This trail goes through timber and meadows with a few trail grades of 7 percent. Total elevational difference of 80 feet. (3.1 miles; beginning)

Trail D: A mostly forest trail with a few short grades of 12 percent. Total elevational difference of 180 feet. The northern portion of this trail crosses private land. Please stay on the trail in the area. (6.4 miles; intermediate)

Trail E: A rugged trail through timbered terrain. Steep sections require advanced braking and turning techniques. There are long stretches of 5 to 10 percent grades with occasional portions approaching 15 percent. (8.3 miles; advanced)

B. TRAILHEADS/ACCESS

Main access to Garnet winter trails from the north is at the Garnet Range Road/Highway 200 junction. From the south, the trailhead is located along the Bear Gulch road at the end of the plowed road. Access to Lubrecht Forest ski trails is provided at the camp headquarters approximately 1/4 mile east of the Garnet Range Road/Highway 200 juntion.

All these trailheads have parking lots which are plowed through various agreements. A cooperative agreement with the Montana Department of Fish, Wildlife, and Parks provides for plowing the Garnet Range Road and parking lot which accommodates up to 100 vehicles. Plowing sections of the Bear Gulch Road has been handled by Granite County. Lubrecht Forest has agreed to continue plowing a large lot in the camp area for skiers.

During light snowfall years, lower portions of the Garnet Range Road may be open to wheeled vehicles. Commercial activities such as mining and logging operations would also provide for plowing the first 5 to 8 miles of the Range Road. Road use agreements with commercial operators require that parking areas be provided at the end of plowed sections. Other provisions in the road use agreements preclude hauling on holidays and weekends, plus full-

width, two lane plowing. Appropriate signing to inform the public is used in conjunction with all plowing efforts.

C. VISITOR FACILITIES AND ACCOMMODATIONS

1.0 Garnet Cabins

The Garnet Preservation Association in cooperation with the BLM is renting several cabins in Garnet. These cabins are available during the winter use season, generally from December 1 through April 30. Currently, the Dahl house and the Will's cabin are being rented to winter recreation users with rental fees going to the GPA for operation and maintenance activities in Garnet. Additional rental units may be available in the future.

1.1 Hut-to-Hut Skiing

Two partially furnished cabins are available to winter trail users. These structures are strategically located to allow one-day ski trips from Garnet. The Ellis cabin is available on a rental basis and is equipped with basic furniture and firewood. The cabin is located on Loop B of the Garnet National Winter Recreation Trail. It is a one-room log structure located on Keno Creek (T. 13 N.,R. 13 W., Sec. 22).

The Union Peak fire tower, owned by the Montana State Forestry Division, is available on a first-come, first-served basis at no charge. The lookout is a frame structure located on the Union Peak/Ten Mile Creek trail (T. 12 N., R. 14 W., Sec. 7).

1.2 Emergency Shelters

In addition to the rental cabins, the High Hut shelter and the Sand Park cabin are maintained for emergency use.

The High Hut on Elevation Mountain is a three sided Adirondack style shelter with a seating/sleepng platform and a fire enclosure. Firewood is provided as necessary by the BLM. The hut is located east of Elevation Mountain, 1/2 mile north of the junction of Keno and Kennedy Creek trails (T. 13 N., R. 13., Sec. 28). This structure is located on a remote section of the trail system and could provide shelter for stranded or injured trail users.

The Sand Park cabin is a one-room cabin with sleeping platforms, a barrel stove, and an outhouse. It is located along the Range Road about two-thirds of the way to Garnet (T. 13 N., R. 14 W., Sec 34).

The shelters will be maintained and repaired as needed and firewood will be supplied for emergency use. Although the trail shelters are primarily for emergency use, they provide opportunities for skiers to travel without the additional weight

of a tent. So far this type of use has not conflicted with emergency needs. If problems do arise, a limitation of three nights maximum stay could be imposed.

D. RISK/HAZARD MANAGEMENT

The Department of Fish, Wildlife, and Parks has prepared a Hazard Management Plan to assist agencies and snowmobile club in winter trail management (See Appendix D). The plan provides guidance on signing, hazard monitoring and accident reporting. In addition the BLM has signing and accident reporting procedures (Forms 8360-4, and DI 134).

Guidelines for identifying and managing hazards have also been developed by the BLM (See draft Warning and Accident Suppression Plan-WASP, in Appendix D).

Specific hazard management elements are as follows:

1.0 Trail Design

Many trail hazards can be reduced or eliminated through proper design. Sharp curves, unexpected turns, sudden stops, drop-offs, steep grades, narrow width, short site distances, all can create serious problems for both skiers and snowmobilers. When weather conditions deteriorate problems often develop in otherwise "safe" areas.

In the Garnet Range, nearly all trails are routed on roads or trails. Therefore hazards related to design problems are minimal. Where trails are constructed, the design will conform to nationally recognized design criteria for snowmobile and cross-country ski trails. Since avalanche problems are minimal, rerouting trails to avoid the type of hazard is not needed.

1.1 Trail Maintenance

Heavily used trail sections (ie. first 10 miles of Range Road and Garnet ski trails) are groomed on a regular basis. In addition, all trail loops are patrolled to monitor and control hazards. When unsafe situations such as blowdowns or severe drifting are located the hazard is corrected or signed to reduce risks to the users, Patrolling also provides opportunities for user assistance.

1.2 Signing

Directional, informational, and hazard signing will conform to the BLM Manual, sections 9130-9132 and to international signing codes for snowmobile and cross-country ski trails. A signing plan for the trail system is included in Appendix A.

1.3 Emergency Services/Communications

Emergency trail shelters and rental cabins are discussed under Section F. In addition, the guard cabin and winter rental cabins are available at Garnet in an emergency. The visitor center at Garnet is open on weekends and holidays as staffing permits and offers warming shelter and hot drinks on a donation basis. Helicopter landing sites are available at Garnet and other sites along the trails.

The Garnet caretaker has a 24-hour emergency communications capability in the guard cabin and on the "Grizzly" snowmibile. In addition, emergency communication information is listed on the winter trails brochure.

Primary responsibility for search and rescue rests with the Sheriffs' Departments for Missoula, Powell, and Granite counties. BLM staff members are also trained and would participate in search and rescue operations as per the Garnet Resource Area Search and Rescue Plan (See Form 9240-1a).

Radios, vehicles, and equipment would also be avilable to support search and rescue activities.

1.4 Winter Trails Brochure

An updated trails map and brochure has been prepared to reflect changes in the trail system. The brochure contains hazard warnings as well as saftey and emergency information. Also snowmobiles and skiers are warned to stay on marked trails where hazards can be avoided and where risks of becoming lost can be minimized. (See map inside back cover).

E. MANAGING RECREATION USE

Potential conflicts on the Garnet winter trails can occur between motorized (snowmobile) and nonmotorized (cross-country ski and snowshoe) users. Historically, the Garnet Range was managed primarily for and used by snowmobilers, using funds collected from snowmobile decal fees and gasoline taxes. Snowmobile use in this area, peaked during the mid-1970s, with some decline in the number of users since. Nordic skiing, meanwhile, has grown steadily in popularity and has not reached its peak participation rate. This shifting use pattern means more attention will need to be paid to the desires of nonmotorized users while continuing to provide adequate and satisfactory opportunities for motortized participants.

There is potential for conflicts between these two uses due to the intrinsic differences in the sports. Except for Garnet where users congregate, use by both skiers and snowmobilers is

relatively low so encounters are infrequent and tend to be very short in duration.

Snowmobiles move very quickly, so that interaction between snowmobiles and skiers rapidly diminishes. Although some skiers do not like to see (or hear) snowmobiles, they do use the trails made by machines on ungroomed trails. Repeated use by snow machines produces moguls (closely spaced bumps) which can cause difficult or hazardous conditions for skiers.

The existing marked snowmobile trails appear to be adequate for present and future motorized use. Areas recommended for skiing only use include Lubredcht Forest trails for beginning, intermediate and advanced skiers. Trails are also available near Garnet townsite for the exclusive use of skiers. Telemark ski areas (downhill skiing on open slopes) are also available at several sites.
Presently, use of trails by both snowmobilers and skiers is relatively low. The Garnets offer ample opportunity to disperse and separate groups through the existing extensive road system or with divergent trails from the trailheads. The system of ski and snowmobile routes with limited grooming is designed to encourage dispersed use.

Snowshoe hiking is closely related to ski touring and the two activities are quite compatible except that snowshoe tracks obliterate the dual track of skiers. These two activities therefore, can be in close proximity to each other, but should take place on different treads. The same applies of winter hiking without snowshoes. Where these activities are placed together, signs should be placed asking hikers to use one side of the trail while skiers use the other.

Multiple use trails can serve a variety of interests while minimizing costs. Where motorized and nonmotorized uses are compatible, trails can be designed to serve both uses. If growth in nordic skiing continues, conflicts may become more numerous. Separate trailheads and/or trails may be necessary for each activity. In areas where common trailhead use must continue, individual use-specific trails may need to be developed.

An additional source of conflict could be the use of trails for commercial, competitive, or similar events. Special use permits are required for this type of use. Permits would be evaluated and awarded on a case-by-case basis.

F. SANITATION

Presently, litter along the trails presents no major problems. BLM encourages a "pack-it-in, pack-it-out" system of litter control on its brochures and signs, with some users stopping to retrieve litter found along the trails. The presence of and

patrolling by the caretaker also acts as a deterrent to littering.

Human waste along the winter trails at Garnet is not currently a problem. Trails have dispersed use, and outdoor privies are available at Sand Park, Ellis cabin, Union Peak lookout, and Garnet townsite. The High Hut does not have an outhouse, but use is limited and sanitation has not presented a problem.

Present low-key methods of sanitation control will be continued in the future. As use increases, needs will be addressed keeping in mind the goals of minimum site development. Trailheads and parking lots, where use is concentrated, may necessitate the installation of portable latrines, if and when sanitation becomes a problem.

G. INFORMATION AND EDUCATION

Public education can be an effective way of reducing user conflicts and problems, as well as enhancing a recreational experience. A brochure of snowmobile and ski trails is available for the Garnet winter trails. The brochure includes maps of trails, trailheads, access points, distance of trail segments, scenic and play areas, safety tips, and historic information. Both motorized and nonmotorized user needs are addressed in the brochure. Radio announcements of snow and weather conditions have been aired, and public meetings with local user groups have been held.

H. LAND OWNERSHIP

The National Recreation Trail and secondary trails pass over BLM lands, lands belonging to the University of Montana School of Forestry, and private holdings. The BLM holds easement for those sections of the National Recreation Trail crossing other land ownerships. Some secondary trails pass over private lands that do not have easements, however, historically winter trail access has been allowed by the landowners. Easements or agreements should be sought for some trail segments to ensure continued use.

III. MAINTENANCE AND OPERATION

A. TRAIL MAINTENANCE

Winter maintenance includes periodic inspection, usually while grooming, to clear away fallen branches, hanging limbs, windfall, and other debris and to record and sign newly discovered hazards. Crucial signs that have been damaged or destroyed are repaired or replaced. Firewood and minimal maintenance is supplied to the emergency shelters. Additional reassurance markers and hazard signs are placed temporarily as needed, and removed when no longer necessary. An example would be additional signs in unusually high drift areas.

The BLM has a double track snowmobile and groomer which extends our grooming capabilities. Emphasis is placed on covering the most used sections at least once per week. Other trails are groomed or cleared of hazards intermittently as trail and snow conditions warrant. The Garnet caretaker provides winter maintenance services on the trails. A cooperative agreement with MDFW&P provides additional funds for grooming trails and for plowing parking lots near the old Greenough post office.

Since the majority of these trails are roads used regularly during periods without snow, maintenance is minimal. Markers and signs that are missing or damaged are repaired or replaced, and repairs are made to emergency shelters. Off season maintenance currently is performed by the Garnet caretaker and BLM volunteers.

B. STAFFING

To provide the services listed above, BLM has employed a caretaker since 1971. the caretaker's winter work time is divided between doing trail maintenance and ghost town activities. Approximately half of the work time is spent keeping the trails in satisfactory condition.

The time alloted to trail maintenance does not allow for coverage of the entire system each week. Heavily used areas receive the most attention. Patrolling and grooming on less used trails is done on a rotating basis. The caretaker also provides visitor assistance, weather and snow condition reports,and emergency search/rescue/first-aid services. As use of the trails increases, demand for such services will likely increase.

Continued staffing of the position is necessary to meet cooperative agreement obligations, protect past investments, insure continuation of the National Recreation Trail designation, preserve public goodwill and provide for safe public use of the trails.

C. AGREEMENTS WITH OTHER AGENCIES

Maintenance of the Garnet winter trails system depends to a large extent on several cooperative agreememnts. Cooperative agreements are ongoing between BLM and MDFW&P and between BLM and GPA. A cooperative agreement has also been negotiated between BLM and the University of Montana School of Forestry/Lubrecht Forest. Copies of all agreement are in Appendix C.

1.0 Montana Department of Fish, Wildlife, and Parks

The longest standing cooperative effort is the snowmobile trail agreement between BLM and MDFW&P. Under this agreement the Bureau is responsible for the preparation of necessary environmental assessments; design and contract supervision for site improvement; and provision of an operator and snowmobile trail grooming equipment along with needed gas, oil, and transportation of the equipment. MDFW&P agrees to provide additional funds from snowmobile gas tax revenues for trail grooming and parking lot plowing. The agreement is limited specifically to snowmobile related activities.

1.1 Lubrecht Expermintal Forest

BLM and the University of Montana School of Forestry/Lubrecht Experimental Forest have agreed to jointly manage the forest's ski trails in conjunction with the Garnet winter trails system. The Lubrecht trails coupled with the Garnet trail network provide an outstanding range of opportunities to accommodate skiers of varying abilities and desires. Lubrecht's trails offer excellent opportunities for day use skiers especially family groups while trails around Garnet offer opportunities for extended trips, telemark slopes, and overnight touring with Garnet as a base camp.

The School of Forestry provides for plowing the parking lot at the Lubrecht trailhead, signing the trails on their land, and maps of their trails. In addition, restroom facilities (outhouses) would be provided by Lubrecht Forest staff. BLM, in turn, would assist in winter trail grooming and maintenance on trails, providing both personnel and equipment.

1.2 Garnet Preservation Association

Garnet Preservation Association, Inc., a nonprofit organization formed to provide interpretation, preservation, stabilization, and educational services at Garnet Ghost Town, has entered into an agreement with BLM concerning activities that take place in the town. While the agreement centers on the town and its activities, there are spill over benefits to the Garnet trails system. These benefits include the supervision of the rental accommodations for winter visitors, educational/interpretive

services and concessions at Garnet. The GPA also provides supplemental funding for the caretaker of Garnet.

1.3 Other Road Use

Winter logging operations and other mining activities can cause use conflicts and hazards to recreational users. These activities will be controlled with road use agreements or contracts provisions such as limiting haulung to weekdays and plowing additional parking lots as directed by BLM. In addition alternate trails can be designated to reduce conflicts between wheeled and tracked vehicles.

IV. PLAN OF DEVELOPMENT

A. FUTURE TRAILS AND TRAILHEADS

The existing trails system is adequate for current levels and patterns of use. Increasing numbers of users, particularly cross-country skiers, may necessitate the development of additional trails and trailheads.

If and when use increases, conflicts between motorized and nonmotorized users will also tend to increase. Snowmobilers would likely travel to more remote, undeveloped areas to avoid confrontations. Opportunities to develop future trails may exist in Douglas Creek, McElwain Fire Road, Snowcap Trail, Ten Mile Creek, and Cramer Creek. Specific trail routing will be explored when and if expansion of the system becomes necessary.

B. SANITATION

At present levels of use, sanitation problems are not evident. However, with increasing use, portable or permanent tiolet facilities may be needed at trailheads and other points of use concentration. Areas such as Garnet Ghost Town, trail shelters, Greenough trailhead, and Cave Gulch trailhead will be closely monitored for early identification of unsatisfactory sanitary conditions.

C. RIGHTS-OF-WAY

1.0 Trail Use Agreements

In some cases, secondary trails and cross-country ski trails cross private property. The BLM and GPA are currently negotiating with mining claim owners for trail use agreements. In all cases the trails follow existing roads, so a high degree of success in these negotiations is anticipated. This is particularly true where lower risks to the public and reduced liability for private landowners can be demonstrated.

1.1 RIGHT-OF-WAY ACQUISITION

Another method of providing trail rights-of-way is through acquisition. Because of high acquisition costs, this procedure would be used as a last resort and only where other efforts fail to produce needed results on critical trail segments. If an easement is necessary for timber management or other activities over a trail section, an easement acquiring rights for the public use will be obtained.

D. EMERGENCY SHELTERS

With current levels of use, the existing emergency shelters appear adequate. Expanded use, especially cross-country skiing in more remote areas, might require the development of additional shelters. Monitoring future use will determine the need, specific location and timing for additional shelters.

APPENDIX A

SIGNING PLAN
(Interim)

SIGN PLAN - INTERIM

Markers identify primary trail routes and assure users as to proper paths. Directions on a freshly snow covered trail may not be easily identified. Directional markers should be placed at trail junctions and in open areas where a snow covered track is not so obvious. Where there might be a question, markers are best positioned so you can see one from another. A well-cleared trail through the woods will not require extensive marking. Markers can be fastened to posts in open areas or trees in wooded areas. They should be attached with electric fence wire or aluminum nails to prevent rust from dripping down the face of the sign. Snowmobile markers should be reflectorized if night use is expected.

Signs are used generally to provide information, destination, regulation, and warning functions. Brevity and exactness are important goals for signing winter trails. Signs should be located to provide information when the user needs it. In general, a point where a decision is to be made warrants a sign. Care must be taken to avoid over signing. Make sure there is a "need" for any sign installed. A balance should be established between adequate signing and preserving the natural appeal of a winter trail, while following signing guidelines from the BLM Manual.

1. Guidelines

   Trailhead Minimum--Identification of travel mode and specific trail, and difficulty rating for skiers (see sign standards).

   Trailhead Optional--Trail map, rules of use, warning of hazards, location of nearest emergency assistance, general trail information.

   Intersection Minimum--Identification of intersection, difficulty rating of trails leading out. If vandalism of signs is a problem, it is desirable to post a second confirming difficulty sign a short distance from the trail out of site of the junction. Even without vandalism, this can be a desirable practice on "most difficult" trails.

   Intersection Optional--"You are here" map, names of trails, distances to destination points.

   On Trail Minimum--Standard reassurance markers, blue for ski trails, orange for snowmobile trails (see sign standards), warning signs for potential hazards not obvious to the users.

   On Trail Optional--Interpretive information signs, distance to next intersection or destination point (usually in kilometers and miles), directional blazers, caution, hill, or trail closed signs.

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   On Trail Optional--Interpretive information signs, distance to next intersection or destination point (usually in kilometers and miles), directional blazers, caution, hill, or trail closed signs.

Caution/hill signs should be placed so that they are clearly visible to skiers. If a downhill contains curves not visible from the top, a "curve ahead" sign below the caution/hill sign may be needed.

2. Sign Standards

Sign standards for identification symbols, warning, caution, regulatory, information signs, and National Recreation Trail signs are covered in the BLM Manual under Sections 9130-Signs. The following guidelines are suggested for cross-country ski signs not addressed in the manual:

Standard Reassurance Markers--"Blazers"--should be located at intervisible locations, 40 inches above normal snow level (higher in extreme drift areas) except where clearing limits define the trail. Blazers for ski trails are 5x7 inch elongated blue diamonds; for snowmobile trails they are similar orange diamonds. Black letters may be added for identification. In remote or wilderness settings, tree blazes may be used in lieu of blazers to better fit the setting. The directional markers are used at intersections, sharp curves, across meadows and large lakes and at other key locations.

Difficulty rating signs should follow the format accepted by the United States Ski Association (cross-country) and the National Ski Area Association for uniform understanding by users. Besides the standard reassurance markers, signs include: "easiest", "more difficult", "most difficult", "caution", and "trail closed". The signs are 6x8 inch and are color coded with simple graphics superimposed for easy identification. (See sign examples for the U.S. Forest Service Poster "Know These Signs" and a suggested Forest Service warning sign.)

United States Department of Agriculture | Forest Service | WO

Reply to 2300 Recreation
7160 Signs and Posters

Date JUL 1 4 1983

Subject New "Know These Signs" Poster

F.S. R-1
RECEIVED
JUL 18 1983
RECREATION,
WILDERNESS & LANDS

To Regional Foresters

Based on Regional and Washington Office Recreation concurrence, poster P23-21, "Know These Signs," has been developed for Service-wide use (see enclosed sample). We have adopted the legend according to Regional suggestions.

The poster is 12" x 14" and the colors are green, blue, black, yellow, and red on white as follows:

All text and borders are black
Easiest symbol and legend - green
More Difficult symbol and legend - blue
Most Difficult symbol and legend - black
Reassurance Marker - blue
Caution, triangle, and exclamation point - red; background - yellow
Skier symbol and legend - black; prohibitive slash and circle - red

This poster is presently at the printers and will be available for ordering from Central Supply by September 6.

The Forest Service Catalog of Posters and Signs (FSH 7109.11a) will be updated to include this poster. We will also update our present Ski Trail Courtesy (STC) signs shown in FSH 7109.11a and FSH 7109.11b Standard Specifications and Drawings, to coincide with the revised ski trail signs shown on P23-21.

If you have any questions, please call Debbie Christensen on FTS 235-8025.

Sotero Muniz

SOTERO MUNIZ
Director of Engineering

Enclosure

Limited Distribution

cc: E w/enc

For Your Safety and Enjoyment

KNOW THESE SIGNS



For Warmup and New Skiers.
Mainly level to gently rolling terrain. No sharp curves or steep slopes. Under most conditions, hills can be skied without need to "snowplow" or "herringbone".



For Reassurance That You Are on a Ski Trail.
Arrows may be used on these markers to indicate the established skiing direction on 1-way trails.



For Advanced Beginners and Experienced Skiers.
More rolling and hilly. Longer and steeper slopes than "easiest" trails. May be necessary to "herringbone" on short steep slopes.



Be Alert: Reduce Speed.
Signals steep hills, road crossings, etc. Watch for approaching skiers or vehicles.



For Vigorous, Experienced Skiers Who Seek a Challenge.
Quite hilly. Usually part of longer loops. Longer and steeper slopes than "more difficult" trails. Often necessary to "herringbone" and/or sidestep.



Stay Off Trail!
Unsafe trail: closed due to insufficient snow, down trees, or other hazards.

Snowplowing and/or step turns may be necessary for control on some downhill portions of "more difficult" and "most difficult" trails.

- Watch for other signs with specific messages.
- Signed distances are in either miles or kilometers.
  1 km = approx. 0.6 mi.
  1 mi. = approx. 1.6 km
- Caution—Signs are sometimes stolen or damaged.
  Some trails may be partially or completely unsigned.

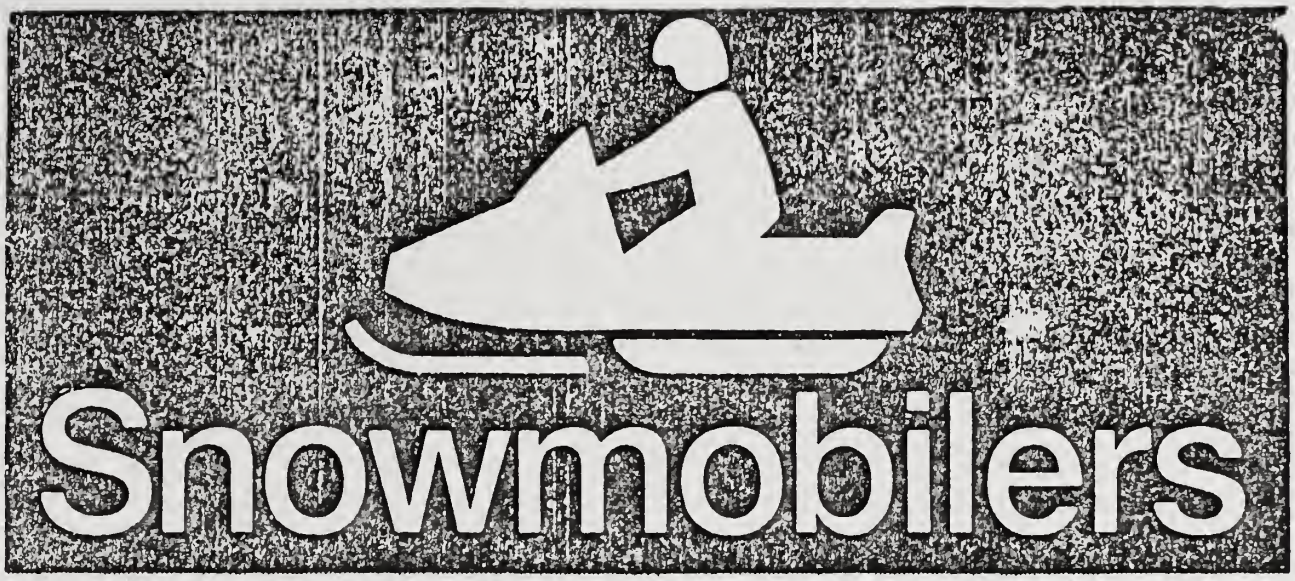
For a safe and enjoyable skiing experience, match trail difficulty and length of trip to your physical condition and ability.

P23-21 U.S. Department of Agriculture — Forest Service

WARNING *

- Ski touring trails are not regularly packed or groomed. Stumps, rocks and other obstructions are present. SKI UNDER CONTROL.
- EASIEST, MORE DIFFICULT AND MOST DIFFICULT ratings are relative for this vicinity. An EASIEST trail may be too difficult for many.
- Ski patrol is not provided. Be prepared for emergencies and adverse weather.
- Snowmobilers: Please stay off marked ski trails and ski tracks.
- Dogs ruin ski tracks and should be left home.

United States Department of Agriculture
Forest Service Northern Region



Snowmobilers

Some trails are not maintained, packed or groomed. Stumps, rocks or other hazards may be present. Drive with caution.

For safety—Group travel is advised.

Operate snowmobiles at safe speeds.

Be prepared to stop within ½ of visible distance ahead.

Be alert to changing weather conditions and avalanche hazard—Stay on safe routes.

Yield Right-of-Way to skiers.

Avoid tracking on designated ski trails.

Snowmobile trail markers.

Montana Department of Fish, Wildlife & Parks

United States Department of Agriculture

Forest Service

R1 2350 – 4b 9/80

APPENDIX B

TRAIL DESIGN CRITERIA

1. Snowmobile Trail Criteria
2. Cross-country Ski Trail Criteria

ASLA BULLETIN

THE AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
1733 EYE STREET, NORTHWEST, WASHINGTON, D. C. 20006 • TELEPHONE (202) 638-0540

A DESIGN FOR SNOWMOBILE TRAILS

by
[illegible]
of the
Lake Central Regional Office
Bureau of Outdoor Recreation

In the last several years snowmobile use has risen at a phenomenal rate. Once a relatively unknown novelty, the snowmobile has become a [illegible] machine, often to the consternation of resource managers and rural residents. Sales in the U.S. have expanded from 112,000 units in 1963 to 1.5 million in 1968. It has been predicted that [illegible] will be sold in the U.S. during the [illegible] alone, bringing the total number of snowmobiles being in the U.S. and Canada to over 4 million units.

In anticipation of major resource and use conflicts, a number of snowmobile conferences have been held in the Northeast and Midwest. A recent conference in Star Lake, New York, in May, 1969, identified four major areas of concern: legislation, safety, trails and signs design, and environmental impact. This report is based on a trails and signs committee presentation at that conference.

The design and location of snowmobile trails should consider safety, enjoyment, opportunity, ease in operation, and conflict with other uses. Well designed trails can greatly increase the enjoyment of and minimize conflicts. It is anticipated that a safe variety of trails should be developed. Trails will attract a wide variety of snowmobilers [illegible], even with maximum trail safety and will even in central areas where the type of use creates conflicts. Regulation of the recreational vehicle will be necessary. Speed limits, trail development restrictions, and a host of other regulations will be necessary to provide a safe way to enjoy the outdoors without conflicts. The success of any system depends to a large extent on how well the users police their own activities.

In many instances snowmobile trails will provide opportunities for hunting, recreational riding, and other trail uses. Like multiple trail use on largely a management basis, it has not been covered in this area. The trail and sign specifications, however, are designed to permit other trail uses where they are found [illegible] snowmobile use. The standards set forth in the specifications for operation of snowmobile trails in multiple use [illegible].

Selection of Trails

Trails should be considered in order of a trail's value as a destination, type of use, and terrain. Intersecting trails should be located well to the side of, rather than at, the center of a [illegible] interest. Where there is a number of trails, a set of [illegible] trails for a minimum of two days [illegible]. Where snow cover is not usually [illegible] trails should be located in the delineated area [illegible] of wide and [illegible] to [illegible] with already established trails.

Where opportunities exist, temporary or part-time use trails should be considered near the metropolitan cities and surrounding rural areas. Temporary trails could also be considered where snow conditions are less favorable and where permanent snowmobile trails conflict with other uses. On these trails, light management controls will be necessary. To minimize development costs and operating expenses, suitable existing trails or unplowed roads should be considered for temporary snowmobile trails. Trails of sufficient length to [illegible] a minimum portion of below freezing temperatures is necessary to support snowmobile use.

The amount and kind of use should dictate the type, location, and number of trails. Michigan offers a good example of this fact. The major centers of population in Michigan are located in the southern half of the lower peninsula interspersed with open agricultural lands. This area is largely out of the snow belt, so only long, rare season trails should be considered. Use should be limited to use of adequate snow cover and long, [illegible] when conflicts with other resource and user needs are at a minimum. The northern half of the lower peninsula contains a considerable amount of public land. It is in the snow belt, and it is readily accessible to much of Michigan's population. This area should receive the greatest attention for permanent trail development. In the secure harness of the upper peninsula, trail development should be limited to user safety, legal [illegible], natural resources [illegible] enjoyment and other use, and the development that can be justified on the amount of use it will receive.

Land ownership is a prime consideration in trail location, and in all situations the most ardent protection should be emphasized. Private lands must be considered available for snowmobiling only with the expressed permission of the owner and all trails or areas of his choosing. Use without permission is trespassing and subject to legal action.

Improper use of public lands also [illegible] a service to everyone as it does all detriment. However, when a snowmobiler conflicts with a [illegible] of a nature, it detracts a little from the [illegible] for the hiker, skier, [illegible] function of someone else's share of the public land and a bringing of [illegible] use. For the reasons, snowmobile use on public lands managed for other purposes should be [illegible] and where possible [illegible]. Where [illegible] trails should be provided, and where the use can be [illegible] it should be [illegible] against [illegible] what is [illegible] summarized. [illegible] for individual [illegible] [illegible] sports [illegible] the [illegible] [illegible] best [illegible] be [illegible].

Where possible, existing linear openings should be [illegible] and [illegible] to provide a backbone for the [illegible] trail system [illegible] roads, [illegible] streams, [illegible] of [illegible], [illegible] and [illegible] roads can be incorporated into the trail system with [illegible] costs. Power lines, pipelines, [illegible] railroad grades [illegible] additional opportunities where they traverse public [illegible] forests and [illegible] often [illegible] these opportunities [illegible] private lands [illegible] linear openings will need to be tied together by constructed connector trails to [illegible] streets and circular trail [illegible]. Wherever possible, existing public lands should be utilized, keeping land acquisition to a minimum.

Private ownership can provide substantial opportunities despite major problems such as public liability and permission from the land owner. Snowmobile clubs and associations can assist in making these lands available. User groups could obtain permission or agreements from the land owners to use pipelines, powerlines, and other trail routes across private lands. Abandoned road and railroad rights-of-way often revert to the adjacent land owner and offer additional opportunities. For example, Minnesota has more than 1,000 miles of rail lines no longer in use, most of which are controlled by the adjacent land owner [1] User groups could identify these areas and obtain necessary authorization to develop and maintain them for trails. User groups can also assist by promoting legislation to eliminate land owner liability for public use of private property.

TRAIL DESIGN AND CONSTRUCTION SPECIFICATIONS

The following design criteria were developed for general use trails rather than race or rally courses. General use trails should be family and group oriented. They can include both permanent and temporary trails on public and private lands.

These specifications are based on the experience of field personnel who have designed, constructed, and operated snowmobile trails. They are intended as guides for trail development rather than concrete construction specifications. Without future changes in snowmobile design could make some of these criteria obsolete, they are representative of current user desires and construction techniques. Trails designed to these specifications can also be utilized for other types of trail use.

1. Trail length of [illegible] miles is desirable, [illegible] miles maximum, [illegible] miles minimum. Shorter loop trails are recommended for safety and economy in construction and maintenance. Although two way trails may be desirable or necessary under certain conditions. Liability insurance or protection against [illegible] claims may also increase trails [illegible].

2. Trail tread width should vary with topography and land characteristics. A 4 foot trail is desirable with a 6 foot minimum and 10 foot

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

...controls will not be initially acceptable to all users. Some states are committed legislatively or administratively to certain signing practices. For instance, reflectorized signs may not be acceptable to some agencies. Since 25 percent of the use is at night, reflectorization should be adopted for safety purposes. Agencies may also be committed to their sign systems because of large expenditures for signing in the past. Over a period of time, user encouragement should assist in bringing commonality to the standard sign system.

It is expected that time and experience will alter some of the recommendations of the Signs and Trails Committee. In anticipation of this evolution, the group will continue to function and make reports to future snowmobile conferences.

Although these trail criteria were developed specifically for snowmobiles, they may also be applicable to other types of off-the-road motorized equipment. The steady procession of new or modified recreational vehicles will continually keep resource managers off balance unless specific controls are adopted as rapidly as possible. Well designed trails in the right locations can substantially reduce conflicts. This, coupled with progressive legislation and administrative policy, is a key to ensure the future use and enjoyment of our natural resources.

REFERENCES

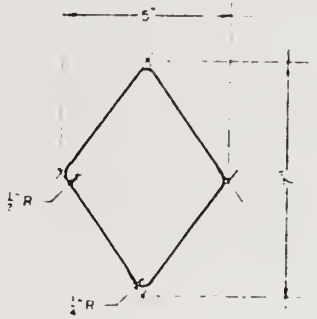
1. [illegible] of Outdoor Recreation, Proceedings of 2nd International Snowmobile Conference, Albany, New York, May 1967 Ann Arbor, Mich., August 1968, p. 45-49

2. [illegible], p. 9-11

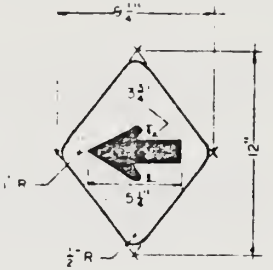
3. Marshall, A., Trailways to Pathways, Parks and Recreation, Washington, D.C., National Recreation and Parks Association, Dec. 1966), p. 978, 983.

4. Unpublished information from Gene Kuhn and Ron Scott and the U. S. Forest Service and Curt Beard of the Minnesota Department of Conservation.

5. Trails Sub-committee of the Interagency Task Force Committee on Signing and Marking.



TRAIL BLAZER



DIRECTION SIGN

trail side of motorized conflicts. This, coupled with progressive legislation and administrative policy, is a key to ensure the future use and enjoyment of our natural resources.

REFERENCES

1. [illegible] of Outdoor Recreation, Proceedings of 2nd International Snowmobile Conference, Albany, New York, May 1967 Ann Arbor, Mich., August 1968, p. 45-49

2. [illegible], p. 9-11

3. Marshall, A., Trailways to Pathways, Parks and Recreation, Washington, D.C., National Recreation and Parks Association, Dec. 1966), p. 978, 983.

4. Unpublished information from Gene Kuhn and Ron Scott and the U. S. Forest Service and Curt Beard of the Minnesota Department of Conservation.

5. Trails Sub-committee of the Interagency Task Force Committee on Signing and Marking.

...with trailer, trailer parking for autos, and a warm-up assembly area for snowmobiles.

2. A suitable area with ramps for loading and unloading snowmobiles should be provided to reduce traffic congestion and provide for the safety of snowmobilers and nonusers alike.

3. A warm-up and test area should be placed near the beginning of the trail.

4. Trail registration should be placed at the beginning of the trail, at rest areas and/or at major trail intersections. Trail users should also be encouraged to carry out what they pack in.

SUPPORT FACILITIES

Support facilities, if possible and practical, may be included. Generally, these conveniences would be located near the beginning of the trail.

1. Warming shelters and rest rooms may be desirable at trail beginning and half-way points. Take advantage of existing facilities such as parks and scenic sites.

2. Preferably, snowmobile rental concessions would be privately operated usually in conjunction with fuel and repair services.

3. Camping facilities may be desirable along extremely long trails. An existing campground could be used as the starting and ending points of a trail.

4. Trails should be routed, where possible, in the vicinity of existing first-aid and emergency facilities, telephones, and fuel and repair stations. Direct routes to these facilities are recommended and they should be noted on trail maps and information sheets.

5. Short trails to existing towns and service facilities such as restaurants, lodges, and winter sports areas may be considered. Select only spurs that are directly beneficial to snowmobile users and management agencies.

SIGNS AND MARKERS

One of the assignments of the Trails and Signs Committee was to recommend standardized signs and markers for snowmobile trails. Because of the mobility of snowmobile owners, a unique color, size, and shape was considered vital for user comprehension, safety and response. The sign system should be reflectorized for night use, moderate in cost to procure, install and maintain, and symbolized where appropriate. Too signing of snowmobile trails should be adequate but not overdone. If the situation warrants a sign--use it.

The committee recommended three types of signs for use on snowmobile trails: trail blazer and direction signs, information signs, and regulatory signs. Trail blazers and direction signs are used to mark the trail and provide information and direction. Information signs are used to provide information and support to the trail blazers and direction signs. Regulatory signs are used to control the use of the trail.

The trail blazer is the most important sign to indicate the trail. The shape of the trail blazer was recommended as a result of the survey. The larger directional sign should be the same color as the blazer and should be used in place of other directional signs. The directional signs are intended as a supplement to the trail blazer and would be used at intersections of trails or where a larger sign is desirable. Both the blazer and the directional signs should be reflectorized for night use.

Stop and caution signs similar to those used on highway trails were recommended. The use of a stop sign with white letters should be used if conditions were a snowmobile trail crosses a road or roadway. The familiar yellow diamond caution sign with black symbols is suitable to warn the motorized trail users of a hazardous situation such as an undesirable area of a trail ahead. The stop and caution signs should be at least 12" x 12" in size and should be reflectorized for night use.

Informational signing can conform to current signing practices established by the snowmobile management agencies. These signs are familiar and are generally understood by most of the users. They are aesthetically acceptable and constitute no particular safety problem. Trail maps, entrance and information signs, points of interest, trail regulations, use controls, distance markers, and access identification symbols are examples of information signing.

It was the opinion of the committee that the symbols used to identify [illegible] in the Interagency Task Force on Signing and Marking should be gradually, but the end result would provide a standardized uniform sign system which is superior to [illegible] practices.

Trail signs should be placed at the right side of the user, but [illegible] from the edge of the trail. Trail signs should be located about 25 feet from the edge of crossing and "Stop Ahead" signs should be set 100 feet from the crossing. Signs should be [illegible] inches above the trail surface to avoid [illegible].

Blazers should be placed [illegible] assure the user that he is on the trail. [illegible] 200 feet to [illegible] be followed. [illegible] ment would [illegible] cult to [illegible] larger blazer [illegible] less [illegible]

The standard [illegible]

-Grade

The objective is to provide variety and challenge, avoiding sustained uphill grades or flat trail sections. A good terrain mix would be more or less 1/3 uphill, 1/3 downhill, and 1/3 flat.

Guidelines

The following guidelines are based on a single, 5 kilometer (3.1 miles) trail loop:

	Maximum Grade		
	Easiest	More Difficult	Most Difficult
Greatest Single Climb (elev. gain of single continuous climb)	25m (82 ft)	50m (164 ft)	100m (328 ft)
Elevation Differential (lowest to highest point on trail)	50m (164 ft)	100m (328 ft)	200m (656 ft)
Total Climb (sum of all level gain)	200m (656 ft)	400m (1312 ft)	500m (984 ft)
Greatest Percent of Climb on Trail (Percent)	8	12	17
Greatest Short Distance Climb on 30m Trail (Percent)	15	25	---

Note: These are maximum standards, for smooth, wide, straight trails with good outruns. Correlate grade with distance to avoid excessive speed buildup.

Excessive side slopes should be avoided where possible. They make grooming and skiing more difficult. Adverse side-slope can be roughly defined as exceeding 7%, or more than a 1-foot drop in an 8-foot width across the trail (8:1 slope).

-Alignment

Provide only sweeping curves on downhill sections. Outruns should permit slowing down before turning. Alignment must be correlated with grade. Avoid sharp turns on snow trails.

The outside of the curve usually presents the major safety concern since centrifugal force tends to push the skier to the outside. Watch for obstructions which protrude from the general clearing limits. Sharp branch stubs pointing up the trail can be especially hazardous.

-Width

Clearing width refers to area clear of obstructions at the snow surface.

--Heavy use trails, easiest trails, competition trails: 2.5m minimum, 3-4m desirable, 4m on slopes over 10 percent.

The lower portions of slopes and runouts require the most widening, the upper portions the least. Generally, a downhill should be cleared 1½ times the normal width from approximately 1/3 to 2/3 the way down the hill. From 2/3 down the hill to the bottom and through the runout, the trail should be cleared twice the normal width.

--Light use, side and most difficult trails: 2m minimum, 3m on slopes where needed for sidestepping on terrain, some climbing.

-Length

By providing cutoffs on a system of loop trails, user needs for different distances and degrees of challenge can be accomodated.

Recommended Lengths:	Half Day	Full Day
Easiest trail	5km	10km
Most difficult trail	10km	15+km

-Height

Overhead branches and obstructions should be cleared the full width of the trail, to a height of 3m above the average snow depth.

-Bridges

Minimum width for all snow trail bridges is 1.8m.

--All ski trail bridges must be designed to allow skiers to stop safely before crossing.

--All bridges must provide adequate track width under maximum snow cover.

--Bridges on groomed trails must accommodate width of grooming equipment.

-Intersections

Approaches to intersections should have grades of five percent or less to allow speed control. Intersections should be cleared to a diameter twice the trail width.

APPENDIX C

COOPERATIVE AGREEMENTS

1. Montana Department of Fish, Wildlife, and Parks
2. Garnet Preservation Association
3. University of Montana/Lubrecht

INTERAGENCY COOPERATIVE AGREEMENT

This interagency cooperative agreement made this 11 day of July, 19[illegible], by and between the Dillon Resource Area, Bureau of Land Management, hereinafter called BLM, and the MONTANA DEPARTMENT OF FISH, WILDLIFE AND PARKS, hereinafter called DFWP, for the purpose of cooperatively maintaining trails for snowmobile use as shown on the attached map, (Attachment A), and

WHEREAS, legislation was passed by the 47th Montana Legislature earmarking a portion of gasoline taxes for snowmobile facility operation, maintenance, and development for public use at no cost to the public, and

WHEREAS, sufficient funds have accrued in the snowmobile earmarked revenue account to fund the herein described proposal, and

WHEREAS, the Parks Division of the DFWP has been assigned the responsibility for administration of the program and the Parks Division desires to seek means of providing snowmobile facilities, and

WHEREAS, the BLM has maintenance equipment in the vicinity of the project area of concern.

NOW, THEREFORE, IN CONSIDERATION of the promises and conditions and terms hereinafter set forth, the parties agree as follows.

1. Both parties agree the attached map, designated as Attachment "A", is an accurate graphic depiction of the land area covered by this agreement.

2. The Parks Division agrees to provide the following services to the BLM.

a. Reimburse BLM in an amount not to exceed $1,500 for the maintenance of the area set forth in Attachment "A" upon receipt of proper documentation showing actual costs and maintenance.

b. The BLM agrees to perform the following activities and will:

a. Snowmobile trail grooming, signing, patrol and hazard reduction.

b. parking lot plowing

c. Install and maintain trail use counter

4. The BLM agrees to follow established accounting procedures. In addition, the BLM agrees to allow and permit legislative or department auditors access to its records for the purpose of determining if this grant is administered in accord with grant terms and conditions.

5. Both parties agree that in the maintenance and performance of this agreement, they shall act in accordance with appropriate and applicable state laws. They further agree that either party may terminate this agreement with or without cause by giving ten day written notice.

This writing contains the entire agreement for cooperation between the parties on the subject herein.

The BLM appoints Garnet Preservation Association to act as liaison for this agreement. DFWP appoints Gretchen Olheiser to act as liaison for this agreement. All contacts for the purpose of fulfilling this cooperative agreement between the BLM and DFWP shall be made through the designated liaisons or their delegates.

GARNET RESOURCE AREA	DEPARTMENT OF FISH,
BUREAU OF LAND MANAGEMENT	WILDLIFE AND PARKS
[signature]	
Title: Area Manager	Director
Date: 1/31/85	Date:

400.2.3a/SPELL
4[illegible]/2.4
4[illegible]/2.3 FILE

[signature]
Ivan Lehland, President
Garnet Preservation Association
P. O. Box 3531
Missoula, Montana 59807
(406) 549-0133

1.22.85
Date

COOPERATIVE AGREEMENT
BETWEEN
BUREAU OF LAND MANAGEMENT
UNITED STATES DEPARTMENT OF THE INTERIOR
AND THE
GARNET PRESERVATION ASSOCIATION, INC.
Agreement Number: MT950-CA4-001

This Cooperative Agreement is between the Bureau of Land Management (hereinafter referred to as the "Bureau"), an agency of the United States Department of the Interior, acting through the State Director, Bureau of Land Management, or his designee, and the Garnet Preservation Association, Inc., (hereinafter referred to as "Association"), acting through the President of its Board of Directors or the Board's designee. This agreement is effective between the Association and the Bureau, with regard to Garnet Ghost Town and related lands.

WITNESSETH:

WHEREAS, it is a purpose of the Bureau of Land Management to provide recreational opportunities within Bureau administrative units as provided in the Act of October 21, 1976 (43 U.S.C. 1701, et seq.); and

WHEREAS, interpretive and educational materials and programs enhance the appreciation of our nation's public land resources and thereby encourage utilization of the recreational opportunities provided on Bureau administrative units; and

WHEREAS, the Association has the educational, historical, scientific, and nonprofit purposes of assisting educational, interpretive, and management activities of the Bureau; and

WHEREAS, the Bureau desires to allow use of existing facilities for the sale of materials of interpretive and educational value and for the presentation of specified programs relating to interpretive themes of Bureau administrative units;

NOW, THEREFORE, pursuant to authority contained in the Act of October 21, 1976 (43 U.S.C. 1701, et seq.) and other laws supplemental thereto and amendatory thereof, and in consideration of the mutual benefits which will accrue to the Bureau and the Association, the parties agree as follows:

1. AUTHORIZATION

The Bureau authorizes the Association to provide, and the Association agrees to provide, the hereinafter described interpretive, preservation, stabilization, and educational services to the visiting public for a period of five years commencing on the day following the signing of this Agreement by the Bureau. This Agreement will automatically renew for another five year period on October 1 of the last year, unless reasonable notice of cancellation is given by either party before the date of renewal. The Bureau or Association shall have the right to terminate the agreement, or any part thereof, at any time upon thirty days notice without the necessity of any legal process. The Bureau and Association will hold a meeting prior to the termination, setting forth the reasons for termination of this Agreement.

2. ASSOCIATION RESPONSIBILITIES

Within the limits of the Association By-Laws and Articles of Incorporation, the Association agrees to:

A. Prepare and submit applications for funding under various State and private grants-in-aid programs.

B. Maintain fiscal and membership records relating to Association activites.

C. Supplement appropriated Bureau funding to assist in the management, operation, acquisition of key tracts, stabilization, and preservation of Garnet Ghost Town.

D. Provide for the sale by Association volunteers of educational and interpretive items for the benefit of the visiting public. (All sale items, pricing, marketing methods, sales personnel, and facilities for on-site sales must be approved in advance by the Contracting Officer's Authorized Representative, COAR.) Proceeds from sale items will be deposited to the Garnet account and used as per Section 2C of this Agreement.

E. Engage in publicity and promotional activities associated with fund raising activities.

F. Promote, engage in, and financially support efforts to research and study the Garnet Ghost Town and former residents of the area.

3. BUREAU RESPONSIBILITIES

The Bureau, agrees within availability of funds and established regulations, consistent with the Garnet Ghost Town management plans and policies, to do the following:

A. When the Bureau employs management support personnel, such as a caretaker for the Ghost Town, the Bureau will be responsible for supervision of those employees, including hiring and firing.

B. Submit preservation and stabilization plans and projects to the State Historic Preservation Officer and to the Advisory Council on Historic Preservation, if necessary, for review and comment.

C. Prepare all contracts and supervise activities related to contract work.

D. Prepare budgets and monitor the expenditure of all Federal funds, plus proceeds donated to the Bureau for the Garnet Ghost Town.

E. Assume ownership of lands, structures, equipment, and materials associated with the Garnet project.

F. The Bureau has overall responsibility for all stabilization and preservation work and overseeing all operation and maintenance activities.

G. Prepare and revise management plans and site plans as needed, in consultation with the State Historic Preservation Officer and the Association.

H. Provide facilities and cooperating services at Garnet in support of activities described in Item 2D under Association Responsibilities.

I. Provide clerical support for those Association activities required by BLM.

J. The Bureau shall designate one of its employees as COAR. The COAR shall act as liaison with the Association and shall represent the Contracting Officer on technical matters pertaining to the providing of services under this Agreement. The COAR does not have authority to modify the Agreement, and shall not be a member of the Association.

4. JOINT BUREAU AND ASSOCIATION RESPONSIBILITIES

Within the limits stated under Sections 2 and 3 above, the Bureau and Association agree to:

A. Cooperatively work to fund efforts to stabilize and preserve the Garnet Ghost Town.

B. Acquire easements, lands, structures, and historical materials associated with Garnet through exchange, donation, purchase, etc.

C. Proceed with title clearance activities on a priority basis.

D. Cooperate in funding and identifying duties of the caretaker, volunteers, and other management support personnel. The duties of the caretaker include year round use supervision and monitoring public use, stabilization and preservation activities. Duties will be assigned by the recreation planner or as defined in the incumbent's position description, when the caretaker is a Bureau employee.

5. INDEMNIFICATION AND INSURANCE

A. The Association shall indemnify, save and hold harmless, and defend the United States against all fines, claims, damages, losses, judgements, and expenses arising out of or from any omission or activity of the Association in connection with activities under this Agreement.

B. The Association shall procure public and employee liability insurance with a minimum limitation of $100,000 for any number of claims from any one incident, with respect to the activities of the Association and its employees. The United States of America shall be named as an additional insured on all such policies. All such policies shall specify that the insurer shall have no right of subrogation against the United States for payment of any premiums or deductibles thereunder, and such insurance policies shall be assumed by, credited to the account of, and undertaken at the Association's sole risk.

6. ASSOCIATION ORGANIZATION

A. The Association's Articles of Incorporation and By-Laws shall comply with requirements of the State of Montana. Nonprofit status must be maintained in accordance with Federal and State laws and the Association will make available for inspection at the request of the Bureau documents demonstrating nonprofit status. This Agreement will automatically terminate if nonprofit status is lost, notwithstanding the provisions of Section 1 of this Agreement.

B. Nonbureau representation on the Board of Directors must be a majority. Bureau employees shall not represent the Association in any matter between the Association and the Bureau. When acting as an Officer or Association Board Member, Bureau employees shall not participate in any Association decision concerning the relationship of the Association and the Bureau.

C. The role of Bureau employees is to represent the interests of the Bureau of Land Management and to provide cooperative assistance to the Association. The scope of Association responsibility of Bureau employees shall be limited to providing assistance in overseeing the day-to-day, routine business of the Association. Bureau employees will at all times comply with the Employee Responsibility and Conduct regulations of the Department of the Interior appearing at 43 CFR Part 20.

D. The Association treasurer shall not be a Bureau employee.

7. ASSIGNMENT

No transfer or assignment of this Agreement or of any part thereof or interest therein, directly or indirectly, voluntary or involuntary, shall be made unless such transfer or assignment is first approved by the Contracting Officer in writing.

8. APPROPRIATIONS

Nothing herein contained shall be construed as binding the Bureau to expend in any one fiscal year any sum in excess of appropriations made by Congress or administratively allocated for the purposes of this Agreement for the fiscal year, or to involve the Bureau in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocation.

9. MISCELLANEOUS

A. The rights and benefits conferred by this Agreement shall be subject to the laws of the United States governing the Bureau of Land Management and to the rules and regulations promulgated thereunder, whether now in force or hereafter enacted or provided, and the mention of specific restrictions, conditions, and stipulations herein shall not be construed as in any way impairing the general powers of supervision, regulation, and control by the Bureau.

B. No member of, or delegate to, Congress, or Resident Commissioner, shall be admitted to any share or part of this Agreement or to any benefit that may arise therefrom, but this restriction shall not be construed to extend to this Agreement if made with a corporation or company for its general benefit.

C. The Association agrees that all its activities shall be conducted in accordance with all applicable laws and regulations, both State and Federal. Specifically, the Association shall comply with the Requirements of (a) Executive Order No. 11246 of September 24, 1967, (b) Title V., Section 503 of the Rehabilitation Act of September 26, 1973 (P.L. 93-112), which requires Government Contractors and Subcontractors to take affirmative action to employ and advance in employment qualified handicapped individuals, and (c) with regulations heretoforeor hereafter promulgated, relating to nondiscrimination in employment and in providing facilities and service to the public.

D. In all cases where rights or privileges are granted herein in general or indefinite terms, the extent of the use of such rights or privileges by the Association shall be determined by further written agreements.

10. GENERAL PROVISIONS

The provisions of the Office of Management and Budget (OMB) Circular A-110, "Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and other Nonprofit Organizations", are incorporated into this Agreement by reference.

Garnet Preservation Association

By: _____
President, Board of Directors

Date: 10.24.83

Bureau of Land Management

By: _____
Contracting Officer

Date: 10/27/83

Add to section 2:

C. Provide accommodation to the public on a rental basis. Specific structures for rental, rental fees, conditions of use and rental procedures must be approved by the Contracting Officer. Rental activities must be covered by liability insurance as per item 5B. Proceeds from rental fees will be deposited to the Association account and used as per section 2C of this agreement.

Change section 3H to read:

H. Provide facilities and cooperating services at Garnet in support of activities described in items 2D and 2G under Association responsibilities.

Garnet Preservation Association

By: _____
President, Board of Directors

Date: 11-4-85

Bureau of Land Management

By: _____
Contracting Officer

Date: 11/15/85

COOPERATIVE AGREEMENT
BETWEEN
BUREAU OF LAND MANAGEMENT
AND
LUBRECHT EXPERIMENTAL FOREST, a unit of the
Montana Forest and Conservation Experiment Station

This cooperative agreement made this 9th day of March, 1987, by and between the Garnet Resource Area, Bureau of Land Management, hereinafter called BLM and Lubrecht Experimental Forest, a unit of the Montana Forest and Conservation Experiment Station hereinafter called Lubrecht Forest, for the purpose of cooperatively maintaining trails for cross-country ski use on land shown on the attached map, (Attachment A), and

WHEREAS, the close proximity of Lubrecht Forest to the Garnet National Recreation Winter Trail system provides unique opportunities to extend winter trail use, and

WHEREAS, the national trail traverses approximately four miles of Lubrecht Forest, and

WHEREAS, a combined system offers expanded, more diverse opportunities to the public, whatever their experience or skill level, while reducing conflicts with other trail users, and

WHEREAS, the BLM periodically has trail maintenance equipment in the vicinity of the Lubrecht Forest cross-country ski trail network.

NOW, THEREFORE, IN CONSIDERATION of the promises and conditions and terms hereinafter set forth, the parties agree as follows.

1. Both parties agree the attached map, designated as Attachment "A", is an accurate graphic depiction of the trail system covered by this agreement.

2. The BLM agrees to perform the following activities and duties:

   a. Provide equipment, operator, fuel, oil, and transportation of snow grooming equipment.

   b. Groom and set tracks on the Lubrecht Forest cross-country ski trails as necessary.

   c. Provide brochures describing the Lubrecht Forest cross-country ski trail network.

3. Lubrecht Forest agrees to perform the following activities and duties.

   a. Plow the parking lot adjacent to the cross-country ski trail-head.

b. Provide and install cross-country ski trail route designation signs.

c. Provide and maintain restroom facilities at the Lubrecht Camp trailhead.

d. Perform off-season trail preparation and hazard removal.

e. Plow the parking lot at the Garnet Range Road snowmobile trailhead adjacent to State Route 200.

4. This agreement is effective upon the signature of the _____ Area Manager and Forest Manager.

5. Either party may terminate this agreement by providing 60 days written notice. Unless terminated by written notice, this agreement will remain in force indefinitely.

Garnet Resource Area
Bureau of Land Management

Darrell C Sall

Title: Area Manager

Lubrecht Experimental Forest,
a unit of the Montana Forest and
Conservation Experiment Station

Frank Goltz

Title: Manager

Date: 3-9-87

APPENDIX D

RISK/HAZARD MANAGEMENT

1. Hazard Management Plan-MDFW&P
2. Warning and Accident Suppression Plan-Wasp (Draft)

Montana Department of Fish, Wildlife & Parks



Helena, MT 59620
January 27, 1987

TO: Regional Supervisors

FROM: Don Hyypia

SUBJECT: Snowmobile Program: Hazard Management Plan

This memo formalizes and documents initiatives which have been underway for several months.

The Department has developed a hazard management plan which is to be implemented immediately to improve the safety of snowmobile recreation on groomed trails for which we are responsible.

I. No snow "berms" or banks of snow are to be used as entrance control to groomed snowmobile trails. If it is necessary to restrict wheeled vehicle traffic on snowmobile trails, a sign restricting such traffic should be posted where it would be clearly visible to vehicle driver's but not as a trail obstruction.

Signs restricting wheeled vehicles were not included in the initial signing inventory which is discussed below. Areas requiring such signing should be identified and temporary signing requested by contacting Tim Pool or Gretchen Olheiser.

II. Signing

A. Attached is a copy of a "generic" trailhead sign designed by the Forest Service. This sign was printed on waterproof paper stock by the Forest Service. It is available in the Helena office. Contact either Tim or Gretchen.

Each trailhead should include this generic sign.

Extra copies of this sign are available for snowmobile clubs to distribute and post around the snowmobile community.

This sign is in accordance with the message determined to be necessary by a committee comprised of Bob Lane, Gretchen Olheiser, and myself.

B. In June, 1986 at their annual meeting, the International Association of Snowmobile Administrators (IASA) accepted a Uniform Signing Manual. (Copy included with attachments.) While this manual does not include

all desirable signs, it does reflect the intent of snowmobile administrators to insure the safety of those participating in the sport of snowmobiling.

In November, 1986 the Montana Snowmobile Association (MSA) Safety Advisory Committee, together with a representative of the Forest Service met with Gretchen and Tim to determine signing needs. A preliminary inventory was conducted by MSA. Park Managers should check with clubs in their areas for specific location information.

What we are attempting to accomplish by this signing program is to mark those elements which could trap a reasonable and prudent snowmobiler.

The following signs were identified as being necessary to insure trail safety:

Directional Signs - Diamond Markers (Blazes)

Engineering grade reflective sheeting on .025" gauge anodized aluminum sheet.

6" x 6" Reassurance Markers, plain orange
6" x 6" Diamond with arrow, black arrow on orange

Warning Signs

Black lettering on yellow engineering grade reflective sheeting on .040" gauge anodized aluminum sheet

12" x 12" Caution Ahead
6" x 8" Bridge
6" x 8" Trail Narrows
6" x 8" Sharp Curve
6" x 8" Steep Grade
6" x 8" Xing Ahead
6" x 8" Stop Ahead
6" x 8" Cattle Guard

In addition to these signs indicating "Groomer on Trail" or "Skiers on Trail" may be needed. Again, contact Tim or Gretchen.

These signs were ordered in December. Because the vendor did not comply with delivery date, the order was cancelled on January 22. We are in the process of negotiating with a local supplier. Tim Pool is responsible for distribution. Cost of this initial order is shared by the Safety (Conservation Education) and Grooming (Parks) programs. Additional and replacement signs will be the responsibility of the grooming areas. An annual $75 signing budget per trail grooming area will be established in the '88-'89 biennium.

C. If there are known avalanche chutes in the trail system in your region, please have your Parks Manager coordinate with the local

snowmobile club and Forest Ranger District to determine if an alternate route is available.

D. It is recommended that aluminum nails be used for mounting signs on trees. Forest Service offices may have nails available.

E. Some USFS Ranger Districts require removal of signs following the snowmobile season. The Park Manager should coordinate with the local club to follow the guidelines of the affected Ranger District.

F. The snowmobile trail groomer operator should be made familiar with location of trail signs and report the presence of signs on the daily grooming log which must be completed for operation and maintenance purposes (copy included with attachments).

III. Accident Reporting

It was learned at the IASA meeting in June that none of the snowbelt states or provinces has a snowmobile accident reporting system. That body is in the process of developing a prototype system for consideration by the program administrators when they meet again in June, 1987. In the meantime, the MSA Safety Advisory Committee has been asked to develop an accident reporting system.

Inform local law enforcement personnel that we will be reporting accidents. Solicite their cooperation. An exchange of accident reports will assist all parties.

Until a formal reporting system is in place, two avenues of accident identification and reporting are open to us.

A. Groomer operators are asked to be alert to areas in their trail system where, by visual observation, it appears that accidents repeatedly occur, such as on corners, narrow trails, steep drop-offs, certain trees, etc.

The operator should note such observations on the daily grooming log. (When this equipment log is next printed, accommodations will be made for this reporting.) The operator should report the observed accident site to the club's grooming committee which will investigate the site in two ways:

1. by on-site observation and inspection.
2. by asking their members for their experience with the site.

If it is determined by the club that further investigation is needed, the Park Manager should be contacted and a trail inspection scheduled which would include a representative of that particular land managing agency.

The purpose of the trail inspection would be to determine if (1) the site should be signed or (2) the trail should be re-routed.

This investigative trail inspection should be performed within 10 days of the groomer operator's notice. Action (if it is determined to be necessary) by signing or rerouting must be taken within an additional 7 days.

B. In the case of known serious accidents on our groomed trail system which result in injury the following steps should be taken by regional personnel:

1. Immediately contact the affected Ranger District and Sheriff's Office to coordinate investigation.

2. Contact me, Gretchen or Tim to alert us that an accident has occurred.

3. Go or send someone to the scene of the accident immediately if feasible. If not, schedule an on-site inspection the next day.

   Purpose of this investigation is to (a) take photographs, (b) look at the tracks for evidence as to direction or number of machines involved in the accident, (c) diagram the trail conditions, and; (d) write up the weather and snow conditions at the time of the accident if possible--visibility, temperature, snow, trail conditions (groomed/ungroomed), etc.

4. Inform me, Gretchen or Tim of the names of eye witnesses (if any) or of those who were at the scene immediately following the accident.

5. Get the names of the shops where the damaged machines were taken for repairs. Talk with the repairmen, getting their opinion of what caused the damage. Ask permission to photograph the sleds.

6. Secure copies of accident reports from the Forest Service, Emergency Medical Service and Sheriff's Department.

7. Send a written report to me with copies to the Forest District and to the club.

8. Carefully document if an accident occurs at an unsigned site. Investigate the site with the land managing agency to determine if cautionary signing is warranted.

IV. Trail Inspections by the Park Manager are to be performed randomly on groomed trails. The grooming operator's log will serve as the basic, regular inspection with the club's grooming committee serving as back-up for regular inspections. Seasonal inspections will be performed by the club.

A formal trail inspection form is being developed and will be forwarded as soon as it is available. In the meantime, a brief statement of trail and snow conditions, weather, presence of signs, and any other pertinent details should be submitted to Gretchen.

However, if a new trail is requested, it should be inspected by the Park Manager along with the land managing agency and club representatives.

In those cases where trails are situated on private property, the Park Manager is responsible to inspect and approve new trail requests.

Prior to each snowmobile season the Park Manager and club representatives should meet with private land owners to communicate the safety measures being taken and to review with them their protection under 70-16-302, MCA.

V. Snowmobiler's Liability and Responsibility Bill

The Department has worked with the MSA Legislative Committee to write a bill which MSA will promote in the 1987 Legislative Session. A copy of the draft of this bill is included with the attachments.

For further background information a copy of James C. Kozlowski's 1986 "Recreational Injury Law" outline is included with the attachments.

This snowmobile hazard management plan is an effort to make snowmobiling more enjoyable and safe and to minimize the liability for all those responsible.

Since we are in the process of developing this plan, we urge people to report back to us on how it's working. We will modify it as experience dictates.

If there are any questions or concerns, please contact me or Gretchen Olheiser.

GO/bl
cc: Regional Park Managers
Warden Captains
Director's Office
Fish and Game Commission
Administrators
Tim Pool
Elmer Davis
Homer Bowles, USFS, Missoula
Darrell Sall, BLM, Missoula
James F. Gragg, DSL, Kalispell
MSA President, Bob Bushnell
MSA Grooming Advisory Committee
MSA Safety Advisory Committee
413/14

DRAFT WASP

Warning and Accident Suppression Plan

GUIDELINES

(Taking the sting out of hazards)

MAY 1986

Attachment 1-1

Warning and Accident Suppression Plan Guidelines

INTRODUCTION

We have a very successful safety program. The infrastructure for the safety program is functioning exceptionally well. It places emphasis on employee safety and stresses safety on Bureau facilities, structures, roads, and on-the-ground jobs.

Over the past few years, the "Duty" (legal term) landowners or managers have in areas of public liability has been defined by the courts. That "Duty" indicates the landowner or manager must warn visitors of latent or hidden hazards that are actual or constructed even in natural or undeveloped areas. Numerous cases have held the United States liable for failing to warn recreationists of dangerous conditions. Failure to warn may not be considered a discretionary function insulating the United States from liability. The warning must be a statement that identifies the hazard; it can be through signs, brochures, posters, or verbal messages, ideally all four.

We would like to add to our successful safety program, a program that emphasizes natural hazards and visitor activities. It is our intent to implement a program that will eliminate or reduce visitors' risk of injury through a Warning and Accident Suppression Plan; i.e., WASP. We will concentrate our effort on BLM special recreation management areas; i.e., intensive recreation management areas.

Who is responsible for flagging visitor-related hazards? We all are, as we do our job. With a safety-first attitude and the initiative to identify and document possible visitor hazards, we can do something effective about the situation of concern. Documentation can be done on the Natural Hazard Inventory Form MT-WASP-1 (See draft form Attachment 3). The documentation can also be done on plain paper and should provide: (1) location of the problem or hazard, (2) possible accident, and (3) your name. In either case, this information should be turned over to the manager or safety officer, retaining a copy for your records.

As a start, each manager should direct an examination of visitor activities or Bureau programs in special recreation management areas and designated wilderness areas to check for natural hazards that may compromise visitor safety. We must think in terms of the visitors (people) who use the recreation opportunities, the way they go about it, and the knowledge (or limited knowledge) they may have.

OBJECTIVES

The objectives of WASP are:

- To identify opportunities to prevent or reduce accidents or loss of life at special recreation management areas and designated wilderness areas with approved management plans (See Attachment 2).

- To take actions necessary to prevent, reduce, or warn visitors of potential hazards associated with naturally occurring attractions or their activities using these attractions.

- To use the existing safety program.

COURSE OF ACTION

The approved course of action for WASP is:

1. Document identified hazards on Natural Hazard Inventory, Form MT-WASP-1.

2. Decide whether the identified hazard is one of two categories:

A. Critical: those hazards that have resulted in or have the potential to result in severe injury that would leave visitors with a permanent handicap or death.

B. At Risk: those hazards not considered critical.

3. Action implementation:

A. Critical Hazards: will have a two-part action-oriented decision process initiated under the District Manager's guidance:

a. Part one is immediate attack to mitigate the hazard on an interim basis. The District Manager or Area Manager will meet with the safety officer when informed of critical hazards and decide if immediate action is required. This should be based on the severity of the hazard. If immediate action is needed, the manager and safety officer will implement those actions necessary to:

- Eliminate the hazard or provide emergency warning through administrative procedures (emergency closures, media alerts, field posting, barriers, etc.).

- Notify line officers up to State Director via telephone that a "WASP ATTACK" has been implemented. Notification will identify the hazard, area, and implemented course of action. If funding assistance is needed, that will also be discussed. If immediate attack is not called for, part two will be used.

b. Part two consists of a detailed written action-oriented plan. It will be approved by the District Manager before implementation after review by the safety committee. When funding or special skills are needed, a "WASP ALERT" will be forwarded to the State Director and NSO (930), (940), and (950) for assistance or forwarding to the Director for assistance. WASP ALERT will be through a copy of the plan.

The plan will design the action or mitigative measure to either eliminate the hazard or reduce the accident potential by modifications or supplemental warning programs; i.e., signs, brochures, or visitor contacts. The basis for the plan will be the Hazard Analysis Plan MT-WASP-2 (See draft form Attachment 4).

B. At Risk Hazards: every reasonable effort will be made to eliminate the hazard or mitigate the hazard and provide warning measures to visitors. Where such action is not possible, a request for increased program funding should be made through normal programming channels. Actions planned should be coordinated through the safety committee using forms MT-WASP-1 and MT-WASP-2. Preparations of action plans will be made by the manager and reviewed by the safety committee.

Manager should provide employees awareness training to enable employees to recognize and report visitor hazards.

Employees with primary public contact duties should be trained to accurately inform the public of potential hazards; i.e., locations, activities, climate, special environmental threats (avalanche, flash floods, fire potential), etc., allowing visitors to make informed decisions about their activities. Information should disclose the possible consequences of planned activities and alternative activities or means of reaching the visitor's desired recreational goal.

Manager should consider assigning WASP responsibilities to an existing safety committee member or add an individual with WASP responsibility to the committee. That person should have a reasonable knowledge of visitor services, visitor behavior, and an understanding of the natural hazards visitors could be expected to encounter.

OTHER REQUIREMENTS

Each special recreation management area management plan, recreation project plan, and wilderness management plan will have a separate section or an addendum to existing plans covering visitor safety and accident prevention. The purpose of this section or addendum is to identify potential hazards and formulate actions to eliminate, mitigate, or warn visitors of such hazards. It should also form the basis of funding and personnel needed to accomplish the plans through the budgetary process.

MONTANA, NORTH AND SOUTH DAKOTA

Special Recreation Management Areas

NAME	MANAGEMENT PLAN EXISTS
Red Mountain/ Bear Trap Canyon	Yes
Upper Missouri Wild and Scenic River Lewis and Clark Trail	Yes
Garnet Range/ National Recreation Trail	Yes
Holter Lake/ Sleeping Giant	Holter Lake only
Fort Meade	Yes
Yellowstone River	No
Upper Madison River	Yes
Judith Mountains	No
Rocky Mountain Front ONAs	No
Little Rockies	Yes
Square Butte	No
Big Hole River	No
Blackfoot River	No

United States Department of the Interior
Bureau of Land Management

NATURAL HAZARD INVENTORY
WASP ALERT

1. Date Recorded: _____ By: _____

2. Location: T. _____ R. _____ Sec. _____

   Description _____

   _____

3. Hazardous Condition: (Describe) _____

   _____

   _____

   _____

4. Recommended Action: _____

   _____

   _____

   _____

   _____

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5. Hazard is "CRITICAL" or only "AT RISK" (Circle one)

6. Reviewed By _____ Date _____
   Safety Coordinator

   _____ Date _____
   Area or District Manager

   Approved for Action _____ Date _____
   Area or District Manager

7. Assigned to for Action _____ Date _____

8. Action to be accomplished by when _____
   Date

INSTRUCTIONS: Prepare copies for each hazard, give copy to District Manager or Area Manager and Safety Coordinator. Keep copy for your records.

REMARKS: Hazards to identify on this form are those natural/environmental hazards that are obvious, hidden, or easily overlooked by the general public. Hazards located anywhere should be reported, even in developed, undeveloped, or totally natural areas. Examples might be:

snake dens, avalanche paths, flash flood zones, flash fire drainages, weather associated, submerged deadheads/rocks, rapids, landslide zones, dangerous animals, quicksand, undertows, unstable slopes, etc.

Manmade hazards associated with natural attractions being used by the public should also be identified. Examples might be: overhead powerlines, ferry cables, bridge abutments, polluted water, water diversion and overflow falls, powersite surge release zones, hidden cable/snags, etc.

MT-WASP-1

U.S. Department of the Interior
Bureau of Land Management

HAZARD ANALYSIS PLAN
WASP ATTACK

Developed by _____ Approved by _____
Date Date

Location _____

A Action or Mitigative Measure	B Required Tools, Equipment/Signs, Media Etc.	C Skills Required to do Work	D Responsibility and When it is to be Accomplished	E Cost Estimate	F Activity to Charge to

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INSTRUCTIONS

Column A: Break down actions into individual job tasks needed to eliminate or mitigate hazard.

Column B: List the kinds of equipment or methods that will be needed.

Column C: List the skills needed to do job task and who has the skills.

Column D: List who is assigned job task to accomplish, and by when.

Column E: Make rough estimate of cost to get job task done.

Column F: Identify which activity(s) will pay.